



## Transport Scrutiny Sub-Committee

**Date:** Thursday 8 September 2022

**Time:** 10.00 am                      **Public meeting**                      Yes

**Venue:** Room 109, 16 Summer Lane, Birmingham, B19 3SD

### Membership

Councillor Cathy Bayton (Chair)	Association of Black Country Authorities
Councillor Chaman Lal	Birmingham City Council
Councillor Martin McCarthy	Solihull Metropolitan Borough Council
Councillor Barbara McGarrity	City of Wolverhampton Council
Councillor Karen Simms	Sandwell Metropolitan Borough Council
Councillor Rupinder Singh	Coventry City Council
Councillor Vera Waters	Walsall Metropolitan Borough Council
Councillor Mark Westwood	Dudley Metropolitan Borough Council

Quorum for this meeting shall be five members.

If you have any queries about this meeting, please contact:

**Contact**                      Lyndsey Roberts, Scrutiny Officer  
**Telephone**                      07917 473824  
**Email**                              [lyndsey.roberts@wmca.org.uk](mailto:lyndsey.roberts@wmca.org.uk)

# AGENDA

No.	Item	Presenting	Pages
<b>Items of Public Business</b>			
1.	Apologies for Absence	Chair	None
2.	Declarations of Interest Declarations of Interests Members are reminded of the need to declare any disclosable prejudicial interests they have in any item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality)	Chair	None
3.	Chair's Remarks	Chair	None
4.	Minutes - 14 July 2022	Chair	1 - 4
5.	Matters Arising	Chair	None
6.	Dudley - Brierley Hill Transport Scrutiny Sub-Committee Metro Briefing Note	Carl Beet	5 - 12
7.	Walking and Cycling Index Report	Ridhi Kalaria	13 - 36
8.	Connected and Automated Mobility (CAM) in the West Midlands	Chris Lane	37 - 44
9.	Travel Demand Management Programme Update	Colin Whitehouse	45 - 58
10.	Work Programme (a) Transport Scrutiny Sub-Committee (b) WMCA Board Forward Plan	Chair	59 - 68
11.	Date of Next Meeting Thursday 13 October at 10.00am (Q&A Transport Policy Matters)	Chair	None



**West Midlands  
Combined Authority**

## **Transport Scrutiny Sub-Committee**

**Thursday 14 July 2022 at 10.00 am**

### **Minutes**

#### **Present**

Councillor Cathy Bayton	Association of Black Country Authorities
Councillor Chaman Lal	Birmingham City Council
Councillor Martin McCarthy	Solihull Metropolitan Borough Council
Councillor Karen Simms	Sandwell Metropolitan Borough Council
Councillor Vera Waters	Walsall Metropolitan Borough Council

#### **In Attendance**

Councillor Barbara McGarrity (Teams)	City of Wolverhampton Council
Dan Essex	Governance Services Manager
Linda Horne	Executive Director of Finance & Business Hub
Graham Jones	Transport for West Midlands Technical Director
Lyndsey Roberts	Scrutiny Officer
Satish Mistry	Interim Director of Law & Governance

#### **Item Title No.**

#### **54. Appointment of Chair**

The sub-committee noted that at the Overview & Scrutiny Committee meeting held on 11 July, Councillor Cathy Bayton had been appointed as the Chair of this sub-committee for 2022/23.

#### **55. Apologies for Absence**

An apology for absence was received from Councillor Rupinder Singh (Coventry).

#### **56. Chair's Remarks**

##### **(a) Welcome and Introductions**

The Chair welcomed members to the first meeting of the year and invited everyone to introduce themselves.

**(b) Wednesbury - Brierley Hill Metro Extension**

A member of the public was in attendance and the Chair invited them to address the committee in relation to concerns that they had regarding the Wednesbury - Brierley Hill metro extension. The member of the public reported:

*"I am asking for a slight change in policy so that the Wednesbury - Brierley Hill extension continues along the railway line from Dudley (Castle Hill) down onto the main railway line between Worcestershire, Dudley and Derby at Cinder Bank roundabout where it will continue to Harts Hill tram stop. But from there it is due to leave the railway line to go into the Waterfront and Merry Hill, but as I see it the problem is that there is a 400m wide canal embankment that takes Dudley's premier canal and it is a lovely public open space, the nearest thing that Merry Hill has to a nature reserve.*

*I have a landscape enhancement scheme at one end against the iron wall which holds up the high plateau which is designated for residential development. If the WMCA continues with your current policy of putting the tram across this 400m embankment it will take quite a large corner of that land, a brownfield site that is desperately needed for housing. I am suggesting that you keep the tram on the railway line - it still could have a tram stop at Brierley Hill, another one at Withymoore and end up at Stourbridge Junction, which joins up with the national railway network and you will also save £100 million because that is the cost for a concrete and steel double-track standard gauge track.*

*So please consider this revised infrastructure proposal with the tram line staying on the railway line all the way into Stourbridge Junction and that would save the trees, environment and would save £100m"*

The sub-committee requested a response be submitted to its next meeting in respect of the suggested proposal.

**57. Appointment of Vice-Chair**

It was agreed that the appointment of a Vice-Chair for the Transport Scrutiny Sub-Committee 2022/23 be deferred to the next meeting.

**58. Minutes - 23 March 2022**

The minutes of the meeting held on 23 March 2022 were agreed as a correct record.

**59. Commonwealth Games - Transport Update**

The sub-committee received a presentation from the Transport for West Midlands Technical Director on the latest transport preparations for the Commonwealth Games.

The presentation provided an update on the operational plan, readiness and contingency plans, games-time operational control and on the biggest challenges. Members commented on the additional bus services in operation for the games and had hoped that the provision of services within other parts of the region would not be affected.

In relation to the Sandwell Aquatics Centre, a test event had been undertaken on 21 May and lessons had been learnt regarding parking issues. A shuttle service would now operate from The Hawthorns to the Sandwell Aquatics Centre. Work had also been undertaken in Perry Barr to ensure that businesses and residents were aware of the arrangements regarding road restrictions. In addition, members were disappointed that the Wolverhampton tram extension would not be completed in time for the Commonwealth Games.

Resolved:

The report be noted.

**60. Progress Report on Transport Governance Review**

The sub-committee considered a report of the Interim Director of Law & Governance on the transport governance review.

The report detailed the interviews that had been undertaken to date as well as outstanding interviews and the work that had been done in comparing the transport governance arrangements of comparable combined authorities. It was now intended to complete the mapping exercise and interviews by mid-July before the development of a provisional report that would include the proposals for changes to the transport governance arrangements of the WMCA. A final report would be submitted to the WMCA Board in November 2022 for approval.

The WMCA's intention in undertaking the review was to have a suite of proposals to streamline the transport decision-making arrangements at member level to make it transparent, accountable, effective, and efficient as possible. In addition, it was also to learn from other combined authorities and review best practice from the Centre for Governance & Scrutiny and other bodies.

The sub-committee discussed and shared comments on the comparative work with Greater Manchester and West Yorkshire combined authorities, including its devolved powers and scrutiny models and functions and their effectiveness. The importance of ensuring that the informal transport governance bodies and mechanisms fed into the formal transport decision-making governance structures to better inform the formal decision-making process was stressed, along with the need for clarity and for officers to understand the correct reporting pathway for transport reports.

The sub-committee considered that it would be useful if the comparison work being undertaken with other combined authorities also looked at the influence they had over local bus networks through their governance processes.

Resolved:

- (1) The update on the transport governance review be noted; and
- (2) The governance review report be submitted to this sub-committee prior to its submission to the WMCA Board in November 2022.

**61. Work Programme**

The sub-committee discussed its work programme of business for consideration at its future meetings and at the WMCA Board.

Resolved:

The work programme be noted.

**62. Exclusion of the Public and Press**

Resolved:

In accordance with s100(A) of the Local Government Act 1972, the public and press be excluded from the meeting for the following items of business as it was likely to involve the disclosure of exempt information as specified in the paragraphs of the Act.

**63. Metro Affordability**

The sub-committee received an update of the Executive Director of Finance & Business Hub on affordability issues related to the Wednesbury - Brierley Hill metro extension. She provided an overview of the current challenges, potential mitigations to fund the scheme and future funding opportunities that would be discussed further at the next meeting of the WMCA Board.

Resolved:

The mitigations set out in the report be endorsed.

**64. Date of Next Meeting**

Thursday 8 September at 10.00am

The meeting ended at 12.00pm.

24th August 2022

## Purpose of Note

This note addresses the proposal raised by Tim Weller at WMCA Transport Scrutiny Sub-Committee on 14<sup>th</sup> July 2022:

*“I am asking for a slight change in policy so that the Wednesbury - Brierley Hill extension continues along the railway line from Dudley (Castle Hill) down onto the main railway line between Worcestershire, Dudley, and Derby at Cinder Bank Roundabout where it will continue to Harts Hill tram stop. But from there it's due to leave the railway line to go into the Waterfront and Merry Hill, but as I see it the problem is that there is a 400m wide canal embankment that takes Dudley's no. 1 premier canal and it is a lovely public open space, it's the nearest thing that Merry Hill has to a nature reserve.*

*I've got my landscape enhancement scheme at one end against the iron wall which holds up the high plateau which is designated for residential development. If you [WMCA] continue with your current policy of putting the tram across this 400m embankment it will take quite a large corner of that land, a brownfield site that is desperately needed for housing. I'm suggesting that you keep the tram on the railway line - it still could have a tram stop at Brierley Hill, another one at Withymoor and end up at Stourbridge Junction, which joins up with the national railway network and you will also save £100 million because that is the cost for a concrete and steel double-track standard gauge track.*

*So please consider this revised infrastructure proposal with the tram line staying on the railway line all the way into Stourbridge Junction and that would save the trees, environment and would save £100m”*

## Wednesbury – Brierley Hill Metro Extension History

Centro's Twenty-Year Public Transport Strategy (1999) first set out a proposal for a Midland Metro link from Wednesbury to Brierley Hill, connecting with Metro Line, just east of Wednesbury Great Western Street stop. This was based on a review of an original three-line Metro network proposed by West Midlands Passenger Transport Authority in 1988.

The Wednesbury – Brierley Hill Metro Line 1 extension (WBHE) was subsequently included in regional, sub-regional and local land use plans, as well as transport plans and strategies throughout the 2000's. It was also included in the 2016 WMCA strategic transport plan “Movement for Growth”. This is shown in the plan's Figure 4.3 Metropolitan Rail and Rapid Transit Network:

<https://www.tfwm.org.uk/who-we-are/our-strategy/movement-for-growth-strategic-transport-plan/>

**Figure 4.3: Metropolitan Rail and Rapid Transit Network Map**


Metro Wednesbury – Brierley Hill secured £207m from the Government’s Transforming Cities fund in December 2017 and was given final full business case approval by WMCA Board in March 2019.

Transport and Works Act Order Powers were granted in 2005 for the Wednesbury to Brierley Hill extension. These allowed the authority to design, construct and operate the extension. At the time of promoting the Secretary of State held a public inquiry with an independent inspector to explore the merits, benefits, aims and objectives into the scheme. The inquiry also aimed to identify any necessary mitigations related to implementing the project. The scheme was granted the Powers to progress based on the proposed alignment which included leaving the railway corridor at Round Oak and progressing to serve Waterfront, Merry Hill and Brierley local area residents, businesses, retail and leisure facilities.

Any changes to the fundamental proposals of the extension as granted by the Secretary of State would require a new or revised Transport and Works Act Order submission and a public inquiry would be required to examine if the aims and objectives continue to be achieved.



In developing the scheme design to date, thought has been given to climate change, sustainability and reducing the project's carbon footprint where possible. Design measures include soft landscaping features, sustainable material choices and building methodology that has as minimal impact as possible.

## Current Status

### Construction

Construction of WBHE started in 2020, with work now on site in various locations including Castle Hill, Dudley Town Centre and Parkhead Viaduct over the Dudley Canal.

### Funding

The West Midlands Combined Authority Board has recently reaffirmed its commitment to the whole WBHE scheme. The first phase will be ready to open as planned with trams serving Dudley town centre in 2024. The West Midlands Combined Authority and partners will continue to actively seek funding and develop additional funding mechanisms to allow the construction of the second phase to Brierley Hill at the earliest opportunity.

### Draft Black Country Plan

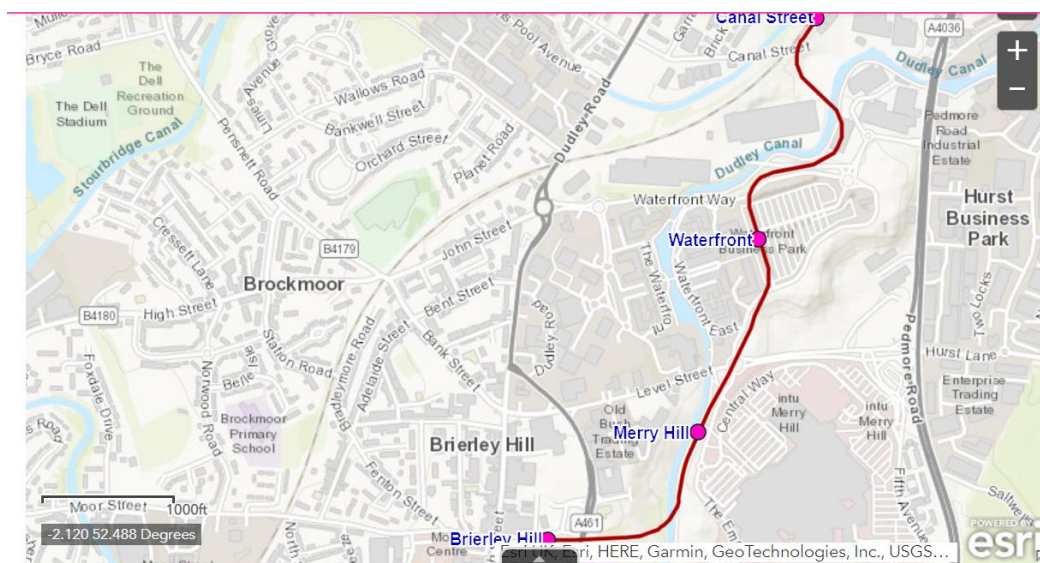
The Draft Black Country Plan (Regulation 18) consultation document, August 2021 includes "Wednesbury – Brierley Hill rapid transit" and "Walsall – Stourbridge tram-train extensions" in its Policy TRAN1 Priorities for the Development of the Transport Network.

<https://blackcountryplan.dudley.gov.uk/t2/p5/>

## Proposal from Tim Weller:

**A new route variation and new terminus in the Brierley Hill area, avoiding the diversion off the former rail alignment for stops at Waterfront and Merry Hill. This is then extended onto Stourbridge on the freight rail line**

Tim Weller gave this proposal at WMCA Transport Scrutiny Sub-Committee on 14 July. This option would see the Metro line use the disused rail alignment and terminate at Canal Street, for which Transport and Works Act Powers exist, or a new Metro stop further southwest on the disused rail alignment in the vicinity of Moor Street. This does not have planning approval. The suggestion is that this line then also progresses southwest to Stourbridge. The line would use the rail alignment shown in the figure below, with no metro section from Canal Street to Waterfront, Merry Hill and Brierley Hill stops as shown below:



The strategic case for the final Business Case for WBHE showed that the main trip attractors of the WBHE between Dudley and Brierley Hill are the Merry Hill shopping centre, Brierley Hill, and The Waterfront. Merry Hill and The Waterfront would not be effectively served by a Metro stop at Canal Street, or in the Moor Street area as proposed by Mr. Weller. These stops would be approximately 1.2 - 1.4 km from Merry Hill shopping centre. This is too far to expect shoppers to effectively utilise the Metro, especially if carrying shopping.

Whilst there would be reductions in capital costs of the scheme, the major loss of patronage from these main trip attractors for the line would make this option unviable (See table 1 below).

**Table 1: WBHE 2031 daily passenger boarding forecasts (Both directions)**

Stop name	Passengers
<b>Brierley Hill</b>	<b>420</b>
<b>Merry Hill</b>	<b>1408</b>
<b>Waterfront</b>	<b>194</b>
Pedmore Road	41
Cinder Bank	43
New Road	101
Dudley	2618
Station Drive	826
Tipton Road	450
Birmingham New Road	183

Sedgley Road	709
Dudley Port	756
Horseley Road	725
Great Bridge	1062

The key scheme objectives of WBHE in the final business case are:

- Support regeneration in areas of high deprivation through improved connectivity with areas of opportunity.
- Support economic development by improving the accessibility of (major) employment and residential sites.
- Enhance the prosperity of Black Country residents and businesses through providing better access to employment and a wider workforce.
- Improve the education and skill base of the residents of Sandwell and Dudley by providing wider access to universities and colleges throughout the West Midlands.
- Encourage modal shift from private car by delivering a high quality and reliable public transport service
- Support an integrated transport network through providing seamless interchange; and
- Deliver a high-quality public transport service in a manner that supports local environmental and safety benefits.

<https://corporate.tfwm.org.uk/media/3401/wbhe-d5-b-wbhe-final-business-case-strategic-case-feb-2019.pdf>

Not including Metro stops at The Waterfront and Merry Hill would undermine WBHE’s achievement of these key objectives: it reduces the accessibility of main trip generators and reduces the attractiveness of Metro to achieve modal shift away from car use.

Dudley MBC, as highway and local planning authority, has been involved throughout in the development and design of WBHE. TfWM’s reply to Tim Weller on 8 April 2022 on this element of WBHE stated:

*“I am in receipt of your email sent to Dudley MBC dated 16 March 2022 regarding the options for the tram and specifically the embankment structure at Merry Hill.*

*A wide range of factors were considered in order to finalise a preferred option for the embankment structure. WMCA undertook a design process that considered the varying ground conditions and obstructions, topography, levels, gradient of the structure, surrounding environment, canal clearances and impact, buildability and whole life costs to inform the best solution possible given the local constraints. Therefore, costs are not the only consideration for the selection of a preferred option. Throughout the process key internal and external stakeholders such as Dudley MBC, Canal*

*and River Trust and Merry Hill shopping centre were included in the process and kept informed of the emerging design solution.*

*The preferred solution is a combination of a raised deck on piles (or stilts) and at grade concrete trough which was determined by the ground profile between Level Street and the canal bridge, existing gradient and proposed levels required to operate Metro. Other options considered included a reinforced earth structure with either a retaining wall or regrading of the embankment and lightweight mass concrete fill.*

*WMCA also undertook an urban realm process design that considered the landscaping required alongside the tramway including the most opportune location for trees and shrubs. The proposed soft and hard landscaping solution considers the local constraints and includes mitigation measures identified as part of the Transport and Works Act Order Environmental Statement and where required. Therefore, any loss of existing vegetation and/or landscaping would have been considered in the process and replaced where feasible.”*

Dudley MBC is currently in negotiations with the landowner of the Daniels site and the high plateau. They are developing options for residential development on the sites that will integrate with the Metro alignment and proposed stop locations

## **Brierley Hill - Stourbridge**

Progressing Metro onto Stourbridge on the rail freight line was considered by TfWM in 2021. Three options were considered; a light rail option, a tram-train option, and a Very Light Rail option.

There is a live freight rail line between Round Oak terminal in the south of Brierley Hill and Stourbridge. This currently has 3 freight services per day into Round Oak, and 3 out of Round Oak, Monday - Thursday.

### Light rail

Metro, as a form of light rail, for this link was shown to be challenging. This is because only a single line would be able to be built in the alignment next to the rail freight line. This means frequency would be low, 2 trams per hour in each direction, possibly 3.

This would mean low patronage, damaging the viability of the business case. A significant amount of infrastructure and track remodelling would also be required at / around Stourbridge Junction – potentially including a new platform.

### Tram-train

A more attractive option is to use tram-trains which can share the rail freight line with freight services and so be run at higher frequencies than single line light rail operations. A significant amount of infrastructure and track remodelling would still be required at / around Stourbridge

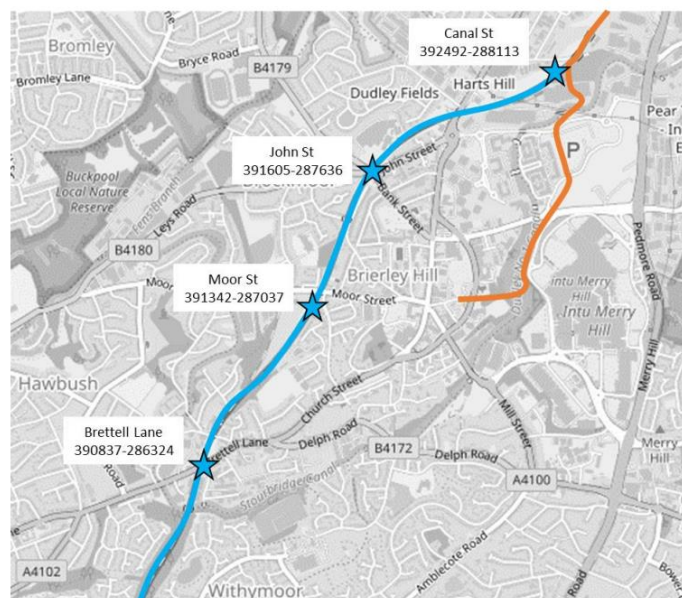
Junction – potentially including a new platform. This presents cost implications, but a tram-train scheme would achieve the greatest benefits of the different options.

This tram-train line could be a part of a longer Walsall – Dudley – Brierley Hill – Stourbridge tram-train line, linking up the strategic center’s of Brierley Hill/Merry Hill – Dudley and Walsall, with rail connections to Worcestershire and the southern part of the Black Country and Birmingham at Stourbridge Junction.

This proposal was considered in the WMITA Black Country Rapid Transit Review 2015 and was included in its set of priorities for rapid transit delivery in the Black Country. These were endorsed by WMITA in December 2015 and were incorporated into the Movement for Growth strategic transport plan.

### Very Light Rail

A Very Light Rail (VLR) option was also considered in 2021. This option was of a VLR shuttle service between Canal Street and Stourbridge Junction as shown below. This service would require the operation of a new VLR vehicle type which would operate independently of any other service. Passengers would be able to interchange at Canal Street for onward travel using the WBH extension.



Similar to the issue for light rail, VLR for this link was shown to be challenging. This is because only a single line would be able to be built in the alignment next to the rail freight line based on current information on the VLR system. This means frequency would be low, 2 services per hour in each direction, possibly 3.



A significant amount of infrastructure and track remodelling would also be required at / around Stourbridge Junction – potentially including a new platform. Having to interchange at Canal Street to then travel south again to Merry Hill and The Waterfront, the main trip attractors, also adds time for journeys from Stourbridge, making it less attractive to use.

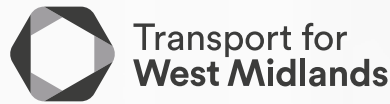
As Very Light Rail is a new, emerging technology with further research and development currently underway it is recommended that this option could be looked at again once more details on the performance of the system are available.

## Conclusions

1. While the option presented by Tim Weller could lower costs for the WBH extension, it would not directly stop at Merry Hill and The Waterfront, two of the line's main attractors. This would impact patronage and thus the overall viability of the scheme.
2. From 2021 assessments, the most promising option to link Brierley Hill and Stourbridge Junction is to share the live rail freight line from Stourbridge Junction to Round Oak terminal with a tram-train and then proceed to join the Metro line to provide direct services without interchange to Merry Hill and The Waterfront . This enables higher service frequencies to attract significant patronage. Light rail and Very Light Rail services would require a separate single line which would only give low frequency services, attracting less patronage. This suggests that the feasibility of tram-train, from Stourbridge to Brierley Hill, and then onto Dudley, Wednesbury and Walsall needs to be explored further.

### Further Information

<b>Lead Officer</b>	<b>Jake Thrush</b> Associate Policy Advisor, TfWM Jake.Thrush@tfwm.org.uk
---------------------	--



Transport for  
West Midlands



West Midlands

# Walking and Cycling Index 2021







# Foreword

Our vision for walking, wheeling and cycling in the West Midlands



The facts are clear; cycling and walking offer significant benefits to ourselves and our wider communities; helping us clean up our air, reducing congestion, providing a cheap and reliable mode of transport and improving our health.

In the West Midlands, we recognise the need to change our car-centred society and transport system and focus on people.

Over the last two years, the West Midlands has displayed our commitment to this understanding, laying out a vision and delivering initiatives that will support and enable people living and working in the city-region to reconsider how they make short journeys, swapping to cycling or walking. I am proud that the West Midlands, out of all the areas in this year's Walking and Cycling Index, has seen the largest rise from 2019 to 2021 in the number of people who cycle overall.

But we need to do much more. We are living in a climate emergency, have a growing population and are in a health crisis; this change needs to happen now.

Change is hard. My job as the region's first Cycling and Walking Commissioner, appointed by West Midlands Mayor Andy Street, is to show our communities what's possible and the benefits of reshaping our urban centres. West Midlands residents, as this data shows, are with us and want to be able to embrace active travel; it's up to us to make it the natural first choice for short journeys.

More than anything, this is about providing people with the dignity of choice about how they get around. This year's report shows that 60% of WM residents either cycle already or would like to do so and 58% support building more on-road cycle routes, even if this means less space for other road traffic. With 41% of car journeys in the West Midlands under two miles – we are quite clearly using the wrong tool for the job in urban centres.

To challenge the status quo, we need to be bold and we need to be supported by funding to do the right thing. Collaboration will be key, and I will work with local leaders, officials and communities to embrace the opportunities that people-friendly cities will provide.

By focusing on people-friendly streets in this next decade, we can enjoy a happier, healthier and a more prosperous region.

**Adam Tranter**  
**Cycling and Walking Commissioner,**  
**West Midlands Combined Authority**





## Contents

4	Report summary	14	Walking solutions
6	Walking in the West Midlands	16	Cycling solutions
8	Cycling in the West Midlands	18	Neighbourhood solutions
10	Benefits of walking	20	Developing the West Midlands
12	Benefits of cycling	22	Looking forward



## The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking and cycling in urban areas in the UK and Ireland. This is the first year walking has been included.

It is delivered by Sustrans in collaboration with 18 cities and urban areas. Each city reports on the progress made towards making both walking and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the second report from the West Midlands produced in partnership with Transport for West Midlands. The data in this report comes from 2021 and includes local walking and cycling data, modelling and an independent survey of 1,304 residents aged 16 or above in the West Midlands. The survey was conducted from June to August 2021 following Covid-19 travel restrictions across the UK being lifted. Social research organisation NatCen conducted the survey which is representative of all residents, not just those who walk or cycle.

Our thanks to the people of the West Midlands who took part in the survey and shared their stories with us.

More details on all Walking and Cycling Index reports can be found at [www.sustrans.org.uk/walkingcyclingindex](http://www.sustrans.org.uk/walkingcyclingindex)



## Defining wheeling

We recognise some people, for example wheelchair or mobility scooter users, identify with the term wheeling instead of walking. Therefore we use the terms walking and wheeling together and consider walking and wheeling to include the use of mobility aids and pushchairs.

All walking survey responses within this report include responses from people who wheel. However, please note for graph labels we use walking as a shorthand for walking and wheeling.

# Report summary

## West Midlands

### Population<sup>i</sup>

2,928,592

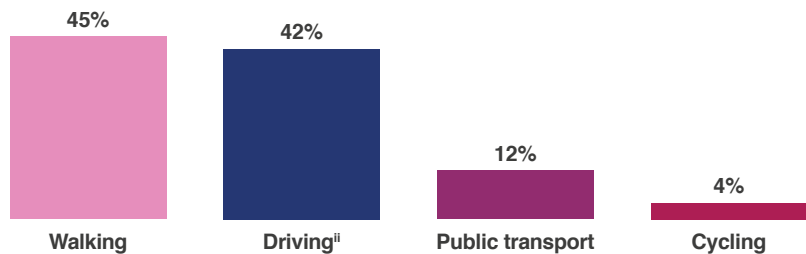


## Walking and cycling in the West Midlands

During the Covid-19 pandemic, walking and cycling provided people with a safe and convenient choice for getting around the West Midlands to reach jobs and essential services.

See also: Transport use during the coronavirus (Covid-19) pandemic, Department for Transport, June 2020

### Residents who travel by the following modes five or more days a week in the West Midlands



Nearly half of all West Midlands residents walk or wheel five or more days each week.

**45%**  
of residents walk at least five days a week

**13%**  
of residents cycle at least once a week

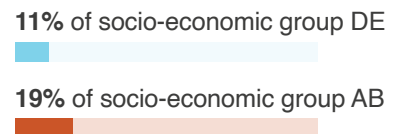
## Walking, wheeling and cycling participation is not equal

People from socio-economic groups D and E walk and cycle less than those from groups A and B.

### Proportion of residents who walk at least five days a week

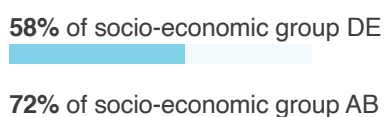


### Proportion of residents who cycle at least once a week

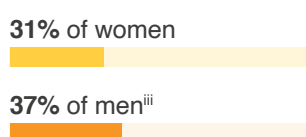


## Not all residents feel safe and welcome in their neighbourhood

### Proportion of residents who think walking safety is good



### Proportion of residents who think cycling safety is good



### Proportion of residents who feel welcome and comfortable walking or spending time on the streets of their neighbourhood



Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

i. NOMIS mid-year 2019 population estimates. This is the most recent available for the West Midlands. ii. Travelling as driver or passenger of car, van or motorcycle. iii. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

## Everyone benefits when more people walk, wheel and cycle

Every year, walking and cycling in the West Midlands:

**+** Prevents

**5,091**

serious long-term health conditions

**£** Creates

**£1.24 billion**

in economic benefit for individuals and the region

**●** Saves

**94,000 tonnes**

of greenhouse gas emissions

## Walking, wheeling and cycling help to tackle the climate emergency

Every day, walking and cycling in the West Midlands takes up to

**580,000 cars off the road<sup>iv</sup>**

However,

**502.5 million**

journeys up to three miles are driven in the West Midlands each year

If **80%** of these journeys were walked or cycled it could save approximately

**170,000 tonnes**

of greenhouse gas emissions<sup>v</sup>

## Residents want more funding for walking, wheeling, cycling and public transport

Percentage of residents who would like to see more government spending on:

**58%** on walking



**52%** on cycling



**64%** on public transport



**39%** on driving



## This would help support more liveable neighbourhoods

Among West Midlands residents:

**58%** support

**18%** oppose

more cycle tracks along roads, physically separated from traffic and pedestrians

**77%** support

**4%** oppose

the creation of more 20-minute neighbourhoods<sup>vi</sup>

**63%** support

**13%** oppose

the creation of more low-traffic neighbourhoods

**64%** agree

**16%** disagree

increasing space for people socialising, walking and cycling on their local high street would improve their local area

**85%** agree

**3%** disagree

more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area

**54%** agree

**21%** disagree

closing streets outside local schools to cars during school drop-off and pick-up times would improve their local area

iv. Based on walking and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking trips.

v. Based upon each journey being 1.5 miles in length. vi. See definition on page 14.



# Walking in the West Midlands

Walking and wheeling participation, safety and satisfaction

## Walking and wheeling participation

Walking and wheeling are often overlooked in transport. This is despite being an efficient use of space, good for our health and having no negative environmental impact.

**94%**  
of all residents walk or wheel

**45%**  
of residents walk or wheel at least five days a week

### Proportion of residents who walk or wheel at least five days a week

#### Gender<sup>i</sup>

45% of women

46% of men

#### Ethnicity

42% of people from ethnic minority groups

46% of white people

#### Sexuality

49% of LGBTQ+ people

45% of heterosexual people

#### Age

48% of people aged 16–25

45% of people aged 26–35

50% of people aged 36–45

47% of people aged 46–55

41% of people aged 56–65

38% of people aged 66+

#### Disability

43% of disabled people

46% of non-disabled people

#### Socio-economic group<sup>ii</sup>

47% of AB

46% of C1

46% of C2

42% of DE

i. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

ii. Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Group C1 is supervisory/clerical and students. Group C2 is skilled manual. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

## Walking and wheeling safety and satisfaction

Important differences exist in how safe people feel when walking or wheeling. Safety includes both road and personal safety.

**64%**

of residents think the level of safety for walking is good

**49%**

of residents think the level of safety for children walking is good

### Proportion of residents who think walking or wheeling safety in their local area is good

#### Gender

65% of women



64% of men



#### Ethnicity

67% of people from ethnic minority groups



63% of white people



#### Sexuality

56% of LGBTQ+ people



65% of heterosexual people



#### Age

67% of people aged 16–25



63% of people aged 26–35



61% of people aged 36–45



65% of people aged 46–55



63% of people aged 56–65



67% of people aged 66+



#### Disability

57% of disabled people



67% of non-disabled people



#### Socio-economic group

72% of AB



65% of C1



53% of C2



58% of DE



**67%**

of residents think their local area overall is a good place to walk



### Social Prescribing Patient



I was referred to a social walking group by my GP surgery as part of a weight loss programme because I'm diabetic and was doing less physical activity during lockdown.

Since joining the group, I've lost a stone in weight and my diabetes has improved.

I really enjoy being part of this group. It helps my mental wellbeing. I live alone, so, it's nice to have a bit of banter and a good laugh.

When I'm with the group I don't feel fazed by the weather or feel like I'm exercising. I look forward to seeing this family, if I should use the word.





# Cycling in the West Midlands

## Cycling participation, safety and satisfaction

### Cycling participation

Overall in the West Midlands, more people are cycling since the pandemic, with a 3% increase since 2019. So, while there's plenty of growth potential, we're moving in the right direction.

Participation in cycling, however, is not equal. Barriers to cycling can be far more pronounced for some people. Safety, including road safety and personal safety, is the single largest barrier to cycling.<sup>i</sup>

**32%**  
of all residents cycle

**13%**  
of all residents cycle at least once a week

#### Proportion of residents who cycle at least once a week

##### Gender

8% of women

18% of men

##### Ethnicity

12% of people from ethnic minority groups

13% of white people

##### Sexuality

15% of LGBTQ+ people

12% of heterosexual people

##### Age

13% of people aged 16–25

17% of people aged 26–35

13% of people aged 36–45

15% of people aged 46–55

11% of people aged 56–65

7% of people aged 66+

##### Disability

9% of disabled people

14% of non-disabled people

##### Socio-economic group

19% of AB

9% of C1

7% of C2

11% of DE

i. See Bike Life, 2019 West Midlands report.

## Cycling safety and satisfaction

**34%**

of all residents think the level of safety for cycling in their local area is good

**28%**

of all residents think the level of safety for children cycling is good

**39%**

of all residents think their local area overall is a good place to cycle

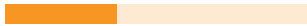
### Proportion of residents who think cycling safety in their local area is good

#### Gender

31% of women



37% of men



#### Ethnicity

40% of people from ethnic minority groups



31% of white people



#### Sexuality

25% of LGBTQ+ people



35% of heterosexual people



#### Age

40% of people aged 16–25



34% of people aged 26–35



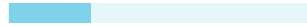
37% of people aged 36–45



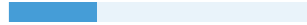
35% of people aged 46–55



27% of people aged 56–65

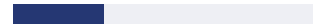


29% of people aged 66+



#### Disability

30% of disabled people



35% of non-disabled people



#### Socio-economic group

32% of AB



30% of C1



30% of C2



41% of DE



**Colin, Walsall**



I suffered a head injury and it drastically changed my life. Amongst many consequences, I could no longer drive due to seizures.

I purchased a bicycle from a car boot sale and my cycling journey back to health began.

Cycling to work every day, my health began to improve. Eventually I overcame my seizures, I've had none for over ten years.

As a Go Sky Ride Leader, I joined other ride leaders to take family groups on led rides. I am helping people and teaching them to ride a bicycle so that they too can appreciate the two-wheel miracle.



# Benefits of walking

Why everyone gains when more people walk or wheel

The large numbers of walking and wheeling trips in the West Midlands produce important health, economic and environmental benefits for everyone.

## West Midlands residents walk or wheel 107 times around the world every day

### 1.01 billion

walking and wheeling trips were made in the West Midlands in the past year, which adds up to

### 971.5 million miles

= 2.7 million miles a day.

This equates to each resident spending

### 4 days

walking or wheeling continuously in the past year

### Annual walking and wheeling trips by purpose<sup>i</sup>

Enjoyment or fitness – adults and children (including running):  
**412,900,000**

41%

Destination – adults only (eg work, school, shopping):  
**494,900,000**

49%

School – children only:  
**104,200,000**

10%



## Walking and wheeling benefit residents and the local economy in the region

In the West Midlands, the net annual economic benefit for individuals and society from all walking and wheeling trips is

### £1.05 billion

Of this total,

### £61.7 million

is from people with a car choosing to walk or wheel for transport in the past year.

### 26p

net benefit from each mile walked or wheeled instead of driven

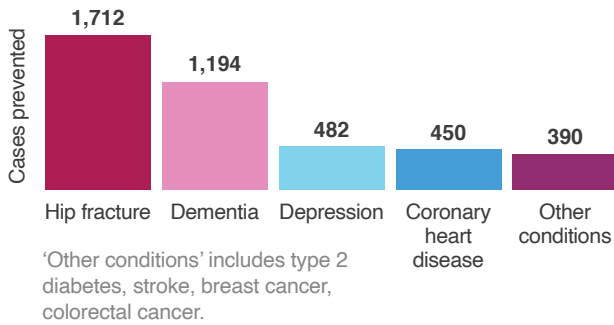


These figures are based upon monetising the costs and benefits of driving and walking. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.



## Walking and wheeling unlock health benefits for everyone

Walking in the West Midlands prevents 4,229 serious long-term health conditions each year



Saving the NHS in the West Midlands £28.5 million per year

equivalent to the cost of **950,000 GP appointments**

Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In the West Midlands the physical activity benefits of walking

**prevent 868 early deaths annually**

which is valued at **£2.86 billion<sup>ii</sup>**

Please note wheelchair and mobility scooter trips are modelled as walking trips for the purposes of the MOVES and HEAT models.

People walking and wheeling more instead of driving improves air quality, saving annually:

**180,000 kg of NO<sub>x</sub>**  
and  
**26,000 kg of particulates** (PM<sub>10</sub> and PM<sub>2.5</sub>)

**38%** of residents agree the air is clean in their local area

## Walking and wheeling in the West Midlands help mitigate our climate crisis

**66,000 tonnes** of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving, equivalent to the carbon footprint of



**150,000 people** taking flights from Birmingham to Tenerife

Transport now accounts for **27%** of the UK’s greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by only **5%**, while overall emissions went down by **44%**.

Department for Business, Energy and Industrial Strategy, 2019 UK Greenhouse Gas Emissions, Final Figures.

## Walking and wheeling keep the West Midlands moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>iii</sup> This helps keep the West Midlands moving for all road users.

**530,000 return walking trips** are made daily in the West Midlands by people that could have used a car.

<sup>iii</sup> Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

**1,600 miles** equivalent to the distance from the West Midlands to Fort William, Scottish Highlands and back, twice over.



ii. Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of walking by estimating the value of reduced mortality resulting from specified amounts of walking.



# Benefits of cycling

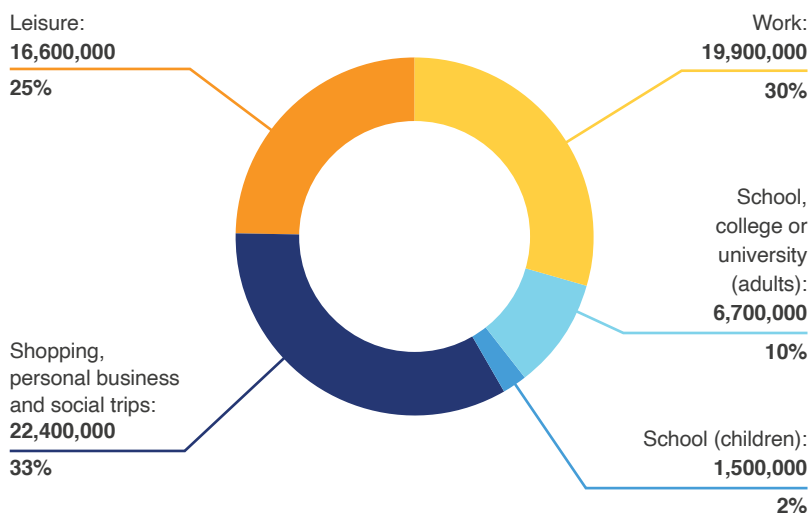
Why everyone gains when more people cycle

## West Midlands residents cycle 25 times around the world every day

**67.1 million cycling trips** were made in the West Midlands in the past year

This adds up to **225.3 million miles** = 620,000 miles a day

Annual cycling trips by purpose in the West Midlands<sup>i</sup>



## Cycling benefits residents and the local economy in the region

In the West Midlands, the net annual economic benefit for individuals and society from all cycling trips is **£190.9 million**

Of this total, **£116.2 million** is from people with a car choosing to cycle for transport in the past year.

**£1.15** net benefit from each mile cycled instead of driven

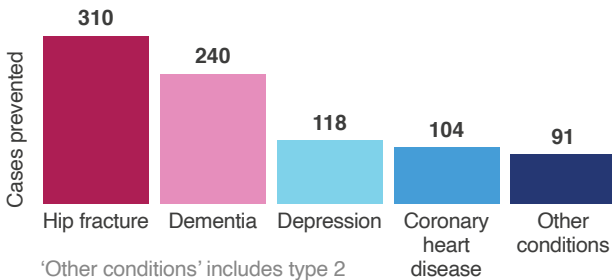


These figures are based upon monetising the costs and benefits of driving and cycling. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

<sup>i</sup> Leisure trips include adults and children (with and without adult accompaniment). Education trips are shown separately for adults and children. All other trips are just adults.

## Cycling unlocks health benefits for everyone

**Cycling in the West Midlands prevents 863 serious long-term health conditions each year**



'Other conditions' includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

**Saving the NHS in the West Midlands £5.5 million per year**



equivalent to the cost of **180,000 GP appointments**

Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In the West Midlands the physical activity benefits of cycling

**prevent 64 early deaths annually**

which is valued at

**£212 million<sup>ii</sup>**

People cycling more instead of driving improves air quality, saving annually:

**53,000 kg of NO<sub>x</sub>**  
and

**7,900 kg of particulates**  
(PM<sub>10</sub> and PM<sub>2.5</sub>)



**38%** of residents agree the air is clean in their local area

## Cycling in the West Midlands helps mitigate our climate crisis

**28,000 tonnes**

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by cycling instead of driving, equivalent to the carbon footprint of



**65,000 people taking flights**

from Birmingham to Tenerife

Transport now accounts for **27%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by only **5%**, while overall emissions went down by **44%**.

Department for Business, Energy and Industrial Strategy, 2019 UK Greenhouse Gas Emissions, Final Figures.

## Cycling keeps the West Midlands moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>iii</sup> This helps keep the West Midlands moving for all road users.

**51,000 return cycling trips**

are made daily in the West Midlands by people that could have used a car.

iii. Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

**153 miles**

equivalent to the distance from the West Midlands to Kendal, Lake District.



ii. Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling.





# Walking solutions

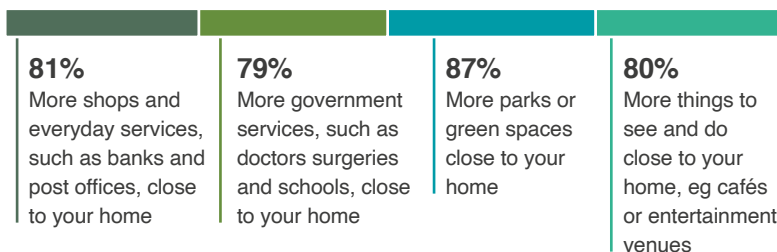
What would help make walking and wheeling better?

## Residents want more services and amenities within walking and wheeling distance

Ideally, walking should be the most attractive transport option for the vast majority of short journeys. A city can support this by ensuring many of the things people need are found near to where people live. The walking environment should be safe, comfortable, welcoming and attractive.

Neighbourhoods where many facilities can be reached on foot are known as 20-minute neighbourhoods. You can walk from your home to many of the things you need on a regular basis and back again within 20 minutes. This equates to around 800m each way.

### What percentage of residents would find more local amenities and services useful to help them walk or wheel more?



**60%**

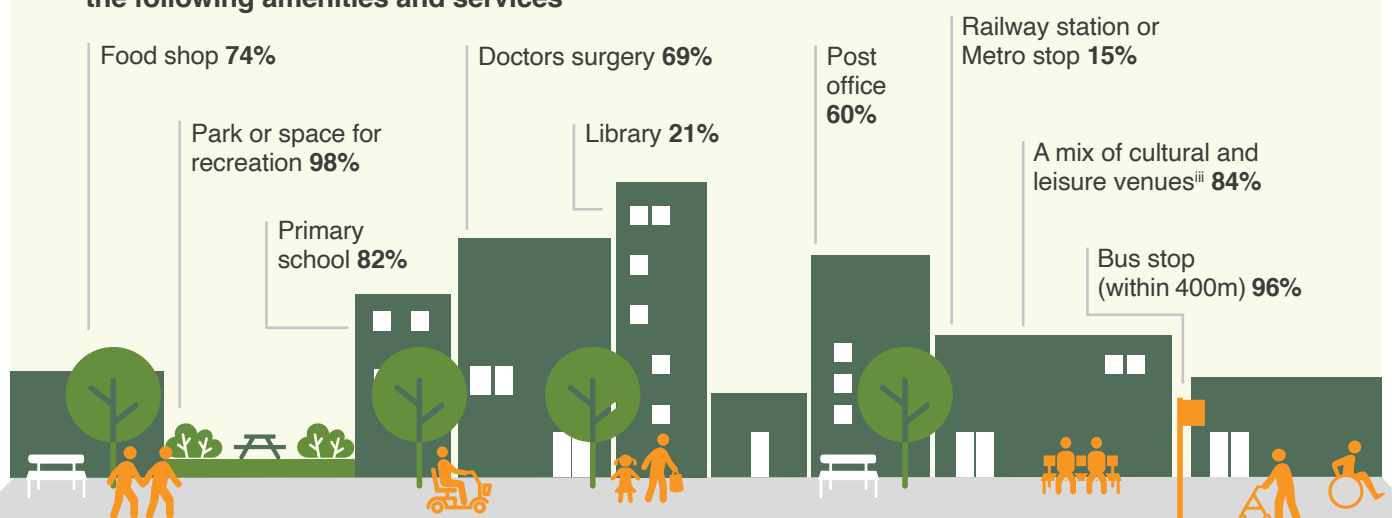
of West Midlands households are in neighbourhoods of at least 40 dwellings per hectare<sup>i</sup>. These are or can become 20-minute neighbourhoods.

Lower density neighbourhoods have too few people to make local business or public transport viable<sup>ii</sup>.

**52%**

agree they can easily get to many places they need to visit without having to drive

### Proportion of households within an 800m walk or wheel of the following amenities and services



i. Ministry of Housing, Communities and Local Government, 2021, National Model Design Code.

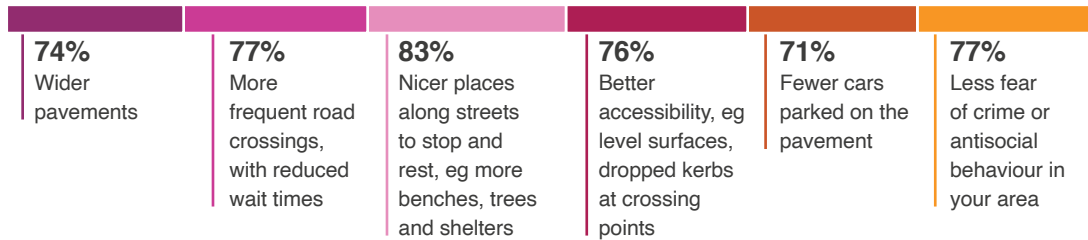
ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.

iii. A minimum of three distinct types of cultural and leisure venues, eg cafés, pubs, bingo halls, cinemas, museums.

## Residents want better streets

There are many ways to make our streets and neighbourhoods safe, welcoming and comfortable for everyone to walk in.

### What percentage of residents think that these changes would help them walk or wheel more?



In the West Midlands:

**50%**

of A and B roads have a pavement width greater than 3m<sup>iv</sup>

**68%**

of C and unclassified roads have a pavement width greater than 2m

**85%**

of residents agree more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area



### Better Streets scheme, Berkswell



In Berkswell, Solihull the majority of the children who go to Berkswell Church of England Primary School live outside of the village and so have to be driven in every day. Add in poor parking provision and small village roads and the school run was congested and unsafe.

Better Streets funds projects identified and championed by local communities and the local Parish Council led the application to upgrade the area, with detailed design and delivery carried forward by Solihull Metropolitan Borough Council engineers. Key features of the scheme include a zebra crossing which allows children and parents to cross safely, as well as new footpaths giving safe and direct routes to the school and village centre.

At all four entrance points and within the village centre there are now traffic calming measures which again drastically reduce the speed of traffic passing through. An agreement for use of a local hospitality car park has meant that parents can park up and walk the rest of the way into the village with their children, giving them the benefits of walking part of the school run and uptake towards this has greatly increased since the introduction of the crossing facility and associated measures. The scheme has delivered not just a safe way for kids to get to school in the morning, but has made the village itself safer and more pleasant to walk, cycle and spend time in.

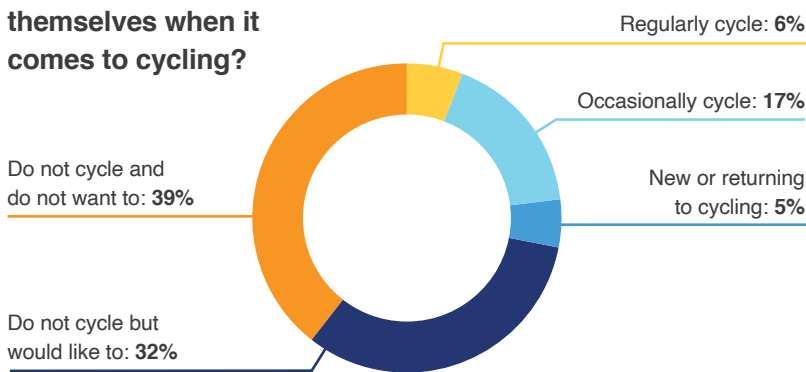


# Cycling solutions

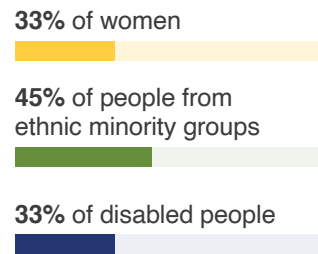
What would make cycling better?

## Many West Midlands residents want to cycle

How do residents see themselves when it comes to cycling?



What proportion of residents said they 'do not cycle but would like to'?



## Residents want improved cycling infrastructure

What percentage of residents would be helped to cycle more by better facilities?



The West Midlands has<sup>ii</sup>

**501 miles** of traffic-free cycle routes away from the road

**17 miles** of cycle tracks physically separated from traffic and pedestrians<sup>iii</sup>

**14%** of households are within 125m of these routes



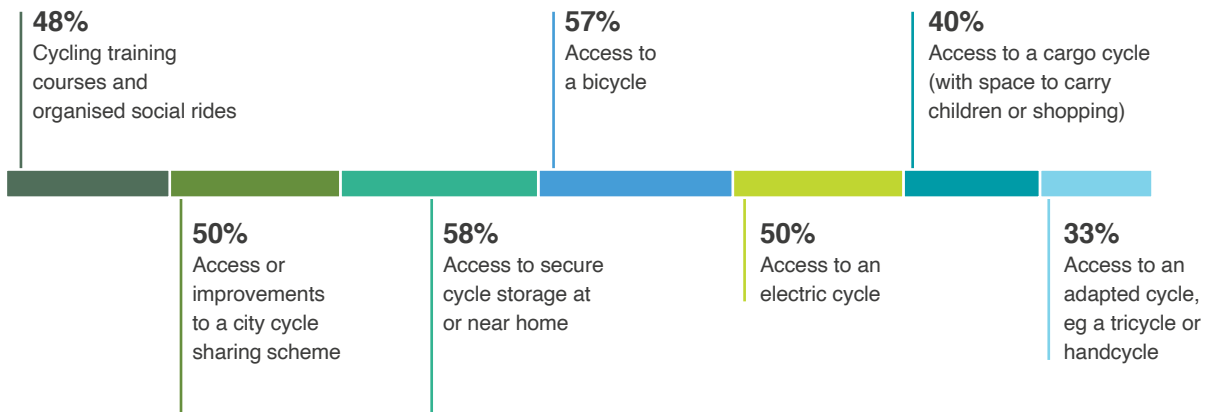
**58%** of residents support building more cycle tracks physically separated from traffic and pedestrians, even when this would mean less room for other road traffic

i. Cycle parking at railway stations includes cycle parking at metro stations, and cycle parking that is shared by rail, metro and/or bus users. ii. To ensure comparability, figures given are correct as of 26 May 2021 for all city reports. iii. This does not include 'pop-up' cycle tracks installed during the pandemic.



## Residents want more support to cycle

### What percentage of residents think that these kinds of support would help them cycle more?



#### West Midlands cycle hire scheme<sup>iv</sup>

The West Midlands scheme launched in March 2021 and data collection for this report, comparable to other cities, runs to 30 June 2021. Up to that date, there were

**1,065** pedal bikes for hire  
**152** cycle hire docks  
**68,905** trips

Latest available figures shown on page 21

#### Reported cycle thefts

There were **2,236** reported cycle thefts in the West Midlands in 2020/21.

For every **478** people who own an adult cycle in the West Midlands, there was **1** reported cycle theft in the past year.

#### Cycle access

**46%** of residents have access to an adult pedal cycle

**16%** of households are within 800m of a cycle shop<sup>v</sup>



There is a public cycle parking space for every **107** people who cycle in the West Midlands.



#### Algar, Sutton Coldfield



I started using West Midlands Cycle Hire this year, having not cycled since my children were young.

I found the bikes really easy to use straight away and attended a cycling skills session to build my confidence back up, which was really helpful. I fell off the first time but just jumped straight back on!

It's amazing, it just comes back naturally. It's easy and it's really nice being out in the fresh air.

Now, I'm in the park three times a week and use those times to just regenerate and refresh; I find it so good for my mental health and it allows me to think with clarity. I feel so much younger again.

iv. Serco cycle hire data.

v. Credit to the Association of Cycle Traders (ACT) and Cycling UK for their assistance with cycle shop locations and services offered.



# Neighbourhood solutions

What would help make neighbourhoods better?

## All residents should feel welcome in their neighbourhood

Proportion of residents that feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood

59% of residents



57% of women



63% of people from ethnic minority groups



61% of men



57% of white people



51% of disabled people



45% of LGBTQ+ people



52% of socio-economic group DE



62% of non-disabled people



61% of heterosexual people



69% of socio-economic group AB



## The dominance of motor vehicles can discourage walking, wheeling and cycling

Only 27% of residents think that their streets are not dominated by moving or parked motor vehicles.

Residents would find fewer motor vehicles on their streets useful to:

67% Walk more



61% Cycle more



Unclassified roads are not designed to carry through-traffic, but in the West Midlands 30% of their total length has nothing to prevent it. This can result in rat-running<sup>i</sup>

54% agree that restricting through-traffic on local residential streets would make their area a better place.

9% of the West Midlands' streets have 20mph speed limits.<sup>ii</sup>

Residents would find more streets with 20mph speed limits useful to:

57% Walk more



54% Cycle more



## Residents want local streets to be better spaces for people to spend time in

64%

agree increasing space for people socialising, walking and cycling on their local high street would improve their local area

52%

agree they regularly chat to their neighbours, more than just to say hello

63%

support low-traffic neighbourhoods



## Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive: to grow up in, live their lives in and grow old in. Increasing independence, providing space to play and socialise, and improving the journey to school are all important.

If we design neighbourhoods with children in mind they will then work better for everyone else too.

### 13 years old

average age when people living with children would let them walk or cycle independently in their neighbourhood.

Over **80%** of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school (parents' responses).<sup>iii</sup>

**46%** of residents agree there is space for children to socialise and play



**63%** of households are within 800m of a children's playground



Among West Midlands residents:

**54%** agree



**21%** disagree



closing streets outside local schools to cars during drop-off and pick-up times would improve their local area

These kind of closures are known as 'School Streets'.

**23**

permanent School Streets schemes exist in the West Midlands<sup>iv</sup>



**John Williams, Governor at Corngreaves Academy, Dudley**



At Corngreaves, it's really important that we support pupils in and out of the classroom. This includes a focus on road safety, keeping them safe on the way to and around the school gates. We are also aware of our impact on our local neighbourhood and its residents. This led us to rethink how we support and encourage our students to get to and from school.

We have worked closely with Transport for West Midlands to join the Living Streets WOW challenge, which rewards children for walking some or all of their journey and has been very successful.

Through the Park That Bike scheme, we have received free cycle parking installed on the playground, meaning that our pupils now have the choice to walk, scoot or cycle to school and keep their bike/scooter safe while they learn.

These changes have given our students and parents more choice in how they travel to school, benefitting not only our pupils' health, wellbeing and fitness, but reducing congestion and improving air quality in our local community.

iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015.  
iv. Figure given is correct as of 26 May 2021.



# Developing the West Midlands

Recent walking, wheeling, cycling and neighbourhood changes

Since our 2019 report we've seen an increase in cycling levels across the region. The Covid-19 restrictions and quieter streets helped to inspire people to rediscover their neighbourhoods - on foot and by bike.

During this period, there was a national shift in opinion towards active travel. This has meant greater support for schemes that prioritise safer active travel routes. Decision makers have responded with increased funding for infrastructure projects and there's a stronger commitment to community engagement too.

Recent government investment has also helped, speeding up plans to improve connections within local centres and giving priority to people over cars. In Birmingham we've seen a revolution in transport with the "Places for People" initiative. Low-traffic neighbourhoods and traffic cells in the city centre mean that sustainable transport is now prioritised over cars.

There are more School Streets too. The initiative started with three schools in Solihull – there are now 23 across Solihull, Birmingham and Walsall.

In Summer 2020, we launched the Starley Network. It's a vision for a 500-mile cycling and walking network across the region. It will link into the wider public transport network across the West Midlands and provide more safe space for people to walk, wheel, cycle and scoot more short journeys.

Mayor Andy Street was re-elected in 2021 with a promise to continue prioritising active travel. And in December 2021 he appointed a new Walking and Cycling Commissioner to help deliver this vision. Adam Tranter will work across the region and nationally to build political support, lobby for investment and help influence policy.



In Summer 2020, we launched the Starley Network. It's a vision for a 500-mile cycling and walking network across the region. It will link into the wider public transport network across the West Midlands and provide more safe space for people to cycle, walk, wheel and scoot more short journeys.



## West Midlands Cycle Hire

---

West Midlands Cycle Hire launched in March 2021. It has delivered 175 docking stations and 1,500 bikes, including 150 eBikes, across Birmingham, Coventry, Sandwell, Solihull, Stourbridge, Sutton Coldfield, Walsall and Wolverhampton. It's a key part of the Cycling Charter Action Plan which intends to reduce barriers to cycle ownership and access. It also supports the region's wider goals of increasing physical activity and social inclusion.

So far, the scheme has seen over 200,000 journeys, totalling 530,000km. The scheme has been supported by a launch offer of a free 30-minute ride, an early bird offer and minute bundles for users. The launch of eBikes at the end of 2021 offers an even more accessible way to cycle for those new to cycling, building confidence or cycling longer journeys.

The scheme, run by Serco as part of a five-year contract, is truly made in the West Midlands. The bikes, locks and docks are all produced here supporting local businesses and jobs.



## Addressing inequalities

---

Disabled people experience many barriers to active travel and are under-represented in cycling. To tackle this, we are delivering several inclusive cycling schemes through the Cycling and Walking programme. This includes the 'Out on Your Loan' initiative which provides people with long-term access to adapted cycles.

So far, 20 people have benefitted from training and a long-term loan of an adapted cycle. We've also sought to understand the physical, and psychological barriers participants face. Feedback on routes and physical obstructions to safer routes are helping us to understand these barriers and work to deliver ways to overcome them.

We've also increased access to the 'Wheels for All' hubs initiative thanks to the Better Streets Community Fund. This allows people to try out adapted cycles in a park setting and we have doubled the number of sessions from three to six across the region.





# Looking forward

Better streets and places for everyone

In recent years, the West Midlands has taken huge leaps forwards in its attitudes towards, commitment to and investment in supporting people to leave their cars at home and take more journeys through active travel. But we have so much more to give.

If we want to tackle climate change, health inequality and generally provide a nicer place for people to live, work and visit, we must help people to choose healthier, more sustainable, modes of transport. We must invest in schemes that break down barriers to cycling and walking. Barriers such as a lack of confidence or the basic skills needed to ride a bike.

Our ambition is to inspire people to take up active travel at least once a week. This can have a huge impact on air quality, congestion and lead to longer-term behaviour change. So, we will provide a wide-range of options for people from travel planning support, to led rides and training sessions. Thousands of people across the region have already received support from us, and we're working hard to make it thousands more.

## Starley Network

---

The next year will see the start of permanent infrastructure being delivered across the region. We are continuing to update plans for the Starley Network, making it grow and improve, taking into consideration increased investment in a post-Covid-19 world. Many more schemes are in the pipeline which will bring better connectivity between cycling and walking infrastructure and the wider public transport network.



We are living in a climate emergency, have a growing population and are in a health crisis; change needs to happen now.

More than anything this is about providing people with the dignity of choice about how they get around.

By focusing on people-friendly streets in this next decade, we can enjoy a happier, healthier and a more prosperous city-region.

**Adam Tranter**  
**Cycling and Walking**  
**Comissioner, West**  
**Midlands Combined**  
**Authority**

## West Midlands Cycle Hire

---

The Cycle Hire scheme has been well received in the region with many people using the bikes alongside other forms of transport. eBikes have proven particularly popular, giving even more people access and confidence to try cycling or to get back on a bike. The scheme is looking at the viability of adding more bikes and docks to the West Midlands in the future and if adapted cycles could be a positive addition.

## Social Prescribing

---

Social prescribing allows doctors and link workers to provide prescriptions for exercise and active travel to tackle health inequalities and improve health and wellbeing. A successful pilot saw over 560 patients benefit from free-to-access initiatives such as walking groups and cycle training. Next steps will see the West Midlands Combined Authority develop a plan to deliver a three-year social prescribing pilot across Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton.

## Cycling for everyone

---

Birmingham is set to host the 2022 Commonwealth Games. As part of its Legacy, 'Cycling for Everyone' will be delivered before, during and after the Games. This will support and inspire people in disadvantaged communities to use cycling as an enjoyable way to get around and stay active.

Cycling for Everyone will address barriers to cycling in communities which are less likely to benefit from investment in active travel. It will encourage people to be actively involved in a range of schemes which help to tackle health inequality and provide a sustainable mode of transport.

The project will be community-led to identify what support people need most. We will then work closely with them to help define their local programme. Support includes things like cycle training or free bikes – or even helping those that don't know how to cycle or just lack confidence.

## Evaluating the impact

---

"You can't manage what you don't measure" goes the saying, so we're developing robust monitoring and evaluation across our programmes. Looking forward, we will look at new technology that collects data on the benefits of delivering active travel schemes. This includes counters and on-board systems on pedal cycles and apps. This will provide evidence to support further investment into walking and cycling; investment that will improve connections for people to access local services, parks as well as education and employment.

## Notes on methodology:

The attitudinal survey was conducted from June to August 2021 by independent social research organisation NatCen.

The survey is representative of all West Midlands residents, not just those who walk or cycle.

All other data is sourced from our city partners, national data sets or modelled and calculated by Sustrans.

Trip estimates use a model developed by Sustrans. When comparing to other travel surveys, some variation may exist in the proportion of journeys cycled by journey purpose.

Rounding has been used throughout the report. In many cases we have rounded to the nearest whole number. Rounding is avoided where this may cause confusion, for example with modelled estimates shown in the summary and benefits sections.

More information and a detailed methodology are available at [www.sustrans.org.uk/walkingcyclingindex](http://www.sustrans.org.uk/walkingcyclingindex)

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. [www.sustrans.org.uk](http://www.sustrans.org.uk)

Sustrans is a registered charity in the UK No. 326550 (England and Wales) SC039263 (Scotland)

© Sustrans May 2022

© Photos: James Merrick/TfWM (page 2 top, pages 6, 14, 15, 18). Daniel Graves Photography/TfWM (page 2 headshot, page 21 top). Peter Kindersley (page 7). Dale Martin/TfWM (page 21 bottom). Transport for West Midlands (page 17). Transport for West Midlands (page 19). All other photos: Jonathan Bewley.

Thanks to Open Route Service for their support with their isochrone plugin in QGIS.



Printed with 100% renewable energy using an alcohol-free process and vegetable-based inks

Walking and Cycling Index West Midlands has been funded by The Freshfield Foundation and TfWM. The project is co-ordinated by Sustrans.





## Transport Scrutiny Sub-Committee

<b>Date</b>	8 September 2022
<b>Report title</b>	Connected and Automated Mobility (CAM) in the West Midlands
<b>Accountable Chief Executive/TfWM Director</b>	Mike Waters Director for Policy, Strategy and Innovation, Transport for West Midlands email: mike.waters@tfwm.org.uk
<b>Accountable Employee</b>	Chris Lane, Head of Transport Innovation, Transport for West Midlands email: chris.lane@tfwm.org.uk

**Recommendation(s) for action or decision:**

**The Transport Scrutiny Sub-Committee is recommended to:**

- (1) Review the progress to Connected and Automated Mobility in the West Midlands.



# 1. Purpose

1.1. This document provides an overview of the connected and automated mobility or self-driving eco-system in the West Midlands including what's happening now and potential for the future.

## Background

1.2. The West Midlands has become a springboard for scalable, real-world future mobility technologies and services provided either directly through TfWM or through a number of partners in the region. The industry uses the lifecycle, Figure 1 illustrated here to develop new products and services. The West Midlands has ensured that all aspects are available here.



Figure 1 CAM industry lifecycle

1.3. Through our programmes we have created some excellent collaborations. For instance, if you are developing a new vehicle, you can sit in a 3D immersive simulator at WMG at University of Warwick and drive a real car through simulated West Midlands roads, adjusting the weather, traffic conditions, mobile phone coverage etc. You can then recreate the same road on the closed city circuit at Horiba Mira proving ground and then go to the real roads in Coventry on our Key Route Network. This allows any company developing a new product or service to have everything they need here in the West Midlands. We have seen a lot of activity recently on the testbed, figure 2.

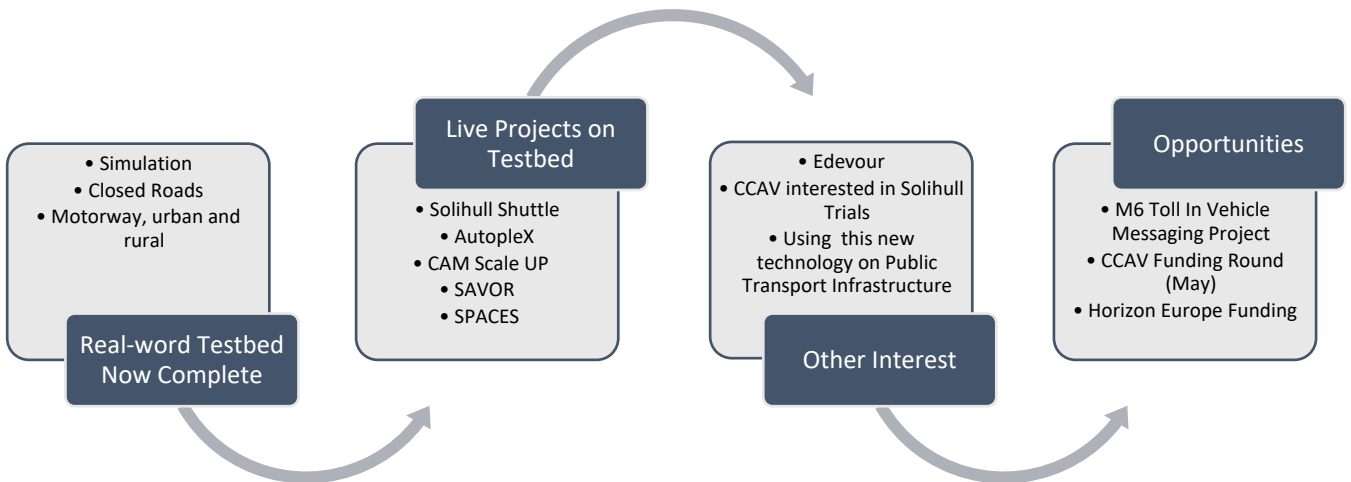


Figure 2 Recent testbed activity

## 2. Real-World Testbed

2.1. Some of the first self-driving trials took place here in the West Midlands on Coventry Roads and from this experience, through government grant funding, we have delivered Midlands Future Mobility, Figure 3, the West Midland public road Connected and Automated Mobility (CAM) Testbed, which spans around 300 miles of motorways, urban roads and rural roads across Birmingham, Solihull, Coventry and into North



Warwickshire. The goal is to support the testing and operation of CAM in our region to attract and retain innovative investment in transport. At the same time, allow TfWM and Local Authorities to understand the impact this technology, take advantage of that technology and also adapt the way we work to prepare for it.

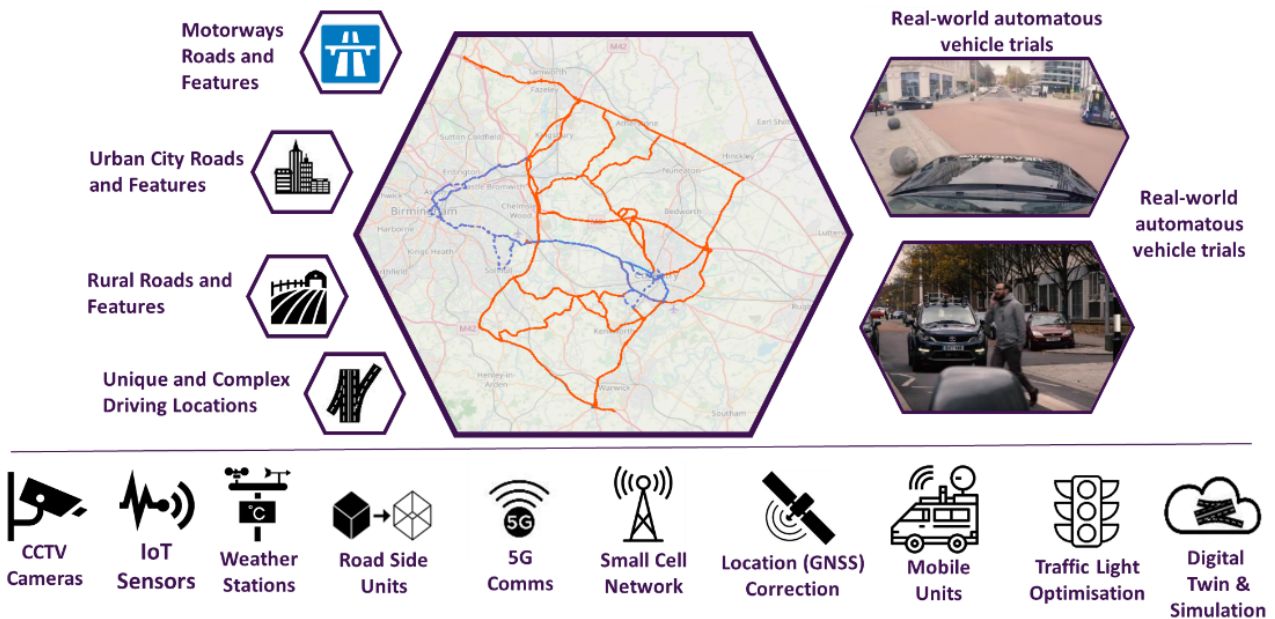


Figure 3 Midlands Future Mobility Testbed route and technology

2.2. In delivering our vision to make transport safer, more accessible, and affordable for people we have worked with the Midlands Future Mobility consortium to push new innovations for the benefit of our people. Our testbeds are now complete and the map and technologies you see here illustrate what we have achieved.

### 3. Current Projects

3.1. Following the completion of the testbed we have seen several projects in the region, some of these are described here.

#### Solihull Shuttle

3.2. With support from TfWM, Solihull purchased their own Autonomous Shuttle to undertake a number of trials, Figure 4, and learn both about the technology and how a Local Authority might need to adapt to this new technology. Following successful trialling of shared automated transport at the NEC it has now be trialled at Birmingham airport. A significant amount of learning, engagement and understanding has been developed through autonomous vehicle deployments, which leads us to believe we are in a strong position to submit a successful bid to do more to understand autonomous shuttle could support mass transit.



Figure 4 Solihull Automated Shuttle Trials

<https://www.youtube.com/watch?v=EpScj3SQEio>

## AutopleX

- 3.3. Research and Development project with Jaguar Land Rover to develop a merge lane algorithm to assist Autonomous vehicles merging onto roads with poor visibility, this project entering final testing phases.

## CAM Scale UP

- 3.4. Two start-up companies who won funding for projects from the Centre for Connected and Autonomous Vehicles used our testbed to further develop their products. We are seeing interest from multiple companies and how they can utilise the testbed. TfWM Planning a testbed industry demonstration day early in 2022.

## SAVOR

- 3.5. Small project supporting Coventry City Council working to develop removing the safety driver from self-driving vehicles. The project completed end of March with demo in Coventry City Centre.

## SPACES

- 3.6. Developing the removal of the Safety Driver, demo was held last during March at the NEC with the Solihull Autonomous shuttle. Project completed end of March.

## 4. Other Interest

- 4.1. There has been other interest in the testbed some we are aware of and others we are not. Having this facility allows companies to come and test their systems in the West Midlands. For example, Project Endeavour, a mobility project designed to accelerate and scale the adoption of autonomous vehicle services across the UK and maximise the potential of this exciting technology trialled their project in Birmingham.

*Figure 5 Endeavour private trials (included Birmingham)*



- 4.2. Following the completion of the testbed we are exploring, with the WMCA Assets Teams and Local Authorities, what opportunities there are to use the testbed assets to better manage and support our own infrastructure. For example, using the mobile trailer with a 5G road sensor camera fitted to monitor the types of vehicles (including micro-mobility) using our facilities such as bus stations or the digital mapping software to map the key route network.
- 4.3. We have engaged with a number of new companies wanting to build their autonomous businesses in the West Midlands one example being ZF (with UK HQ in Solihull), a global automotive technology company supplying systems for passenger cars, commercial vehicles who are entering the automated shuttle market.

## 5. Related Investment

- 5.1. Public and Private Investment in autonomous vehicles and associated services in the West Midlands over the last 5 years has been significant, in excess of £35m. It has supported our transport innovation eco-system, below and proven a catalyst for other related investment. £1m from DfT for Midlands Motorway Hub to support our M6 Toll Project. £8m investment to region for a Mobility Data, £22m for the UK's first Future Transport Zone and a number of parallel 5G transport projects in excess of £18m.

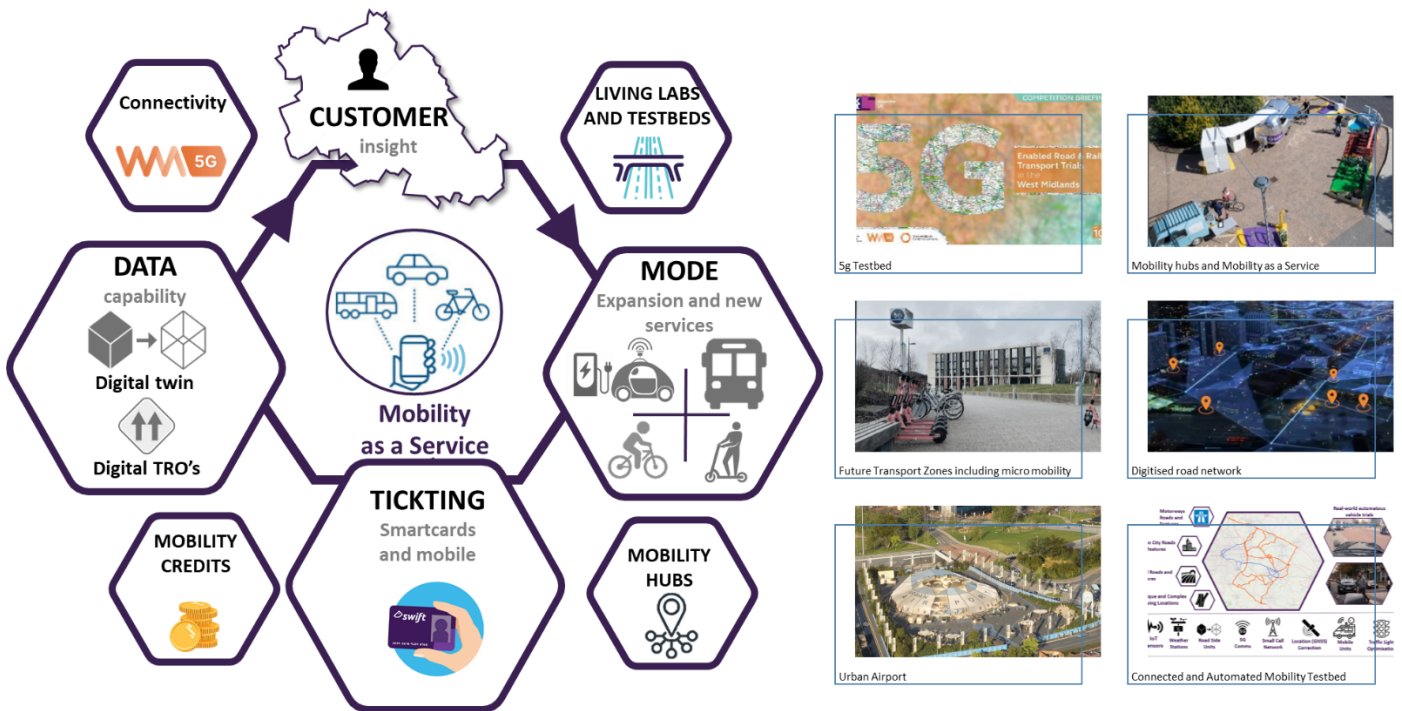


Figure 6 Future Transport eco-system and testbeds

## 6. What Next

### The Testbed

- 6.1. Whilst there has been interest in the testbed, at this time the industry is at the early stages of development. This means we are seeing a number of bespoke projects rather than mass testing.

### M6 Toll

- 6.2. Following the Midlands Motorway Hub Study and Midlands Connect being unable to cost effectively install a Variable Message sign on the approach to the M6 Toll, TfWM convinced Midlands Connect, the funder via DfT, to invest their £1m in a digital solution building on our testbed experience. The project aims to deliver messaging directly to drivers in their vehicles and has allowed a collaboration with DfT, CCAV, National Highways Midlands Express Way and Midlands Connect. The solution when proven form the basis of providing a similar service to drivers on our Key Route Network. This is an example of a connected vehicle project.

## CCAV Funding

- 6.3. The Centre of Connected and Autonomous Vehicles (CCAV), are preparing to open a funding round relating to commercial automated passenger and goods transport. The competition is expected to run from mid-May to mid-July 2022, with successful consortiums being announced in September. The projects should start in January 2023 and be funded for three-years. The precise level of funding is still to be announced, but is understood to be in the region of £65m, split across multiple projects. The primary requirements of the funding are: 1) it is safe by design, 2) it provides real value to passengers, such as linking into existing transport networks, 3) it serves a route that isn't better served by active or mass transport. TfWM are exploring opportunities to bid into this work and are in the process of forming a suitable consortium. At this time our intention is to build on the success of the work in Solihull.
- 6.4. The route for the next the bid is expected to be focused in the Hub area (NEC / Birmingham Airport / Birmingham Business Park), and build upon our learning to date, but precise details are still to be confirmed. There is also an ambition to incorporate learning from DRT trials within the region into this service which fits well with our CRSTS and BSIP ambitions.

## 7. Industry Engagement

- 7.1. The work on connected and automated mobility has given us an excellent opportunity to engage with a broad range of public, academic, and private sector organisations, Figure 7.



Figure 7 Collaborating companies

## 8. Legal Implications

- 8.1. There are no legal implications for these types of projects. Any company who followed the Governments code of conduct may perform autonomous vehicle testing on West Midlands roads, currently with a safety driver. Being involved in these project means that these companies do consult with TfWM and Local Authorities before undertaking trials and we can support them in unstinting what the right level of safety assurance should be.



## **9. Impact on Delivery of Local Transport Plan**

9.1. The existing West Midlands Local Transport Plan: “Movement for Growth, strategic transport plan (2016)”, is currently being reviewed. Innovation is a core feature going forwards and these initiatives support new modes of sustainable transport, a good example being a demand responsive passenger shuttle which is seeing some very early trial in Solihull. By having a testbed and being involved in these projects we can ensure that they develop to being a modal shift away from private car use and ensure these schemes are compatible and complementary to the key objectives of the LTP including:

- Delivering environmental improvements
- Creating a fairer society
- Supporting local communities and places
- Becoming more active
- Sustaining economic success

## **10. Equalities & Inclusive Growth Implications**

10.1. A major part of creating an eco-system is to also understand its impact on society. Alongside this programme we have researched the gender policy gap in public transport design and are seeking to deliver inclusive accessible solutions that support all.

## **11. Geographical Area of Report’s Implications**

11.1. Transport for West Midlands will continue to work with the constituent local authorities to manage cross border relationships and align protocols governing eScooter operations in each authority area. TfWM will also work with colleagues both within the organisation and with our local authority partners to align and make compatible the key objectives of the eScooter trial with the overarching strategic priorities applicable to transportation policy across the region.

This page is intentionally left blank

# TDM Programme Update

Transport Scrutiny Sub Committee

8<sup>th</sup> September 2022

# Overview

- Background
  - Congestion Management Plan
  - Perry Barr Mitigation Package
- Way forward
  - Personas and User Segmentation
  - Proactive Strategies
  - Future TDM Strategies
  - Ongoing projects



# Background

# Congestion Management Plan

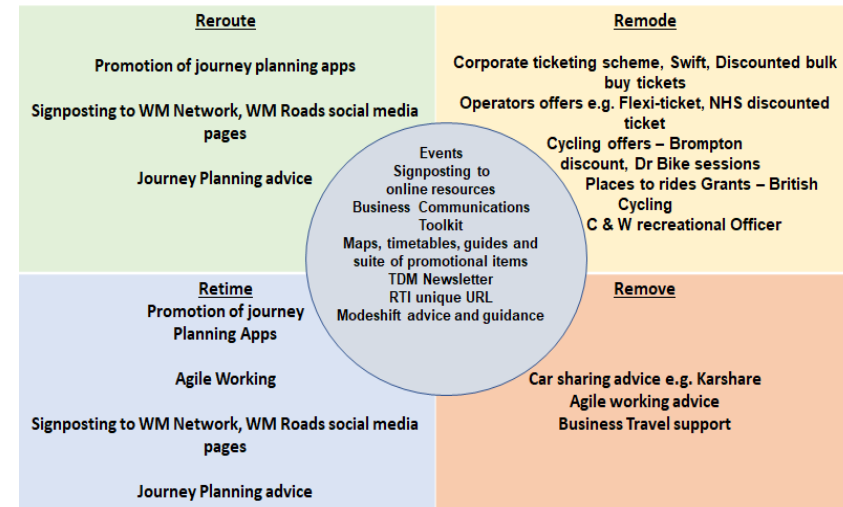
Managing congestion is built upon three core areas, one of which is Demand management

The CMP Stated: *“the TfWM demand management approach will recognise that customers can make intelligent decisions given the right information.”*

A key focus of the approach is targeting business sites around prime areas of disruption, providing advice and support to enable them to mitigate impacts of congestion and disruption.

It introduced the 4R’s

- **Reroute**   • **Retime**
- **Remode**   • **Remove**



# Perry Barr Mitigation Package

TfWM worked together with BCC to deliver a coordinated TDM approach across Perry Barr regeneration programme;

The objectives of this were to:

- keep people informed about what is happening in the area
- make them aware of the various travel options available
- support people to make changes to how they travel where they can
- minimise the impact of any disruption to residents and businesses

The TDM communications campaign implemented focused on the four methods of the congestion management plan:

- **Re-routing** - getting people to use alternative routes
- **Re-timing** - spreading peak journeys
- **Re-moding** - getting people to use alternative modes of transport
- **Removing/reducing** - asking people to consider working from home

# Perry Barr Mitigation Package

What we did:

Joint webinars were delivered to businesses and education sites advising them of the upcoming disruption and support on offer.

Undertook inception meetings with key businesses throughout key stages of works.

Undertook a business webinar outlining the works and the travel support available, which was attended by several key businesses in the Perry Barr area.

A business toolkit was provided that included travel support and communication materials along with a recording of the webinar (for those unable to attend) and was distributed to over 80 businesses.

Perry Barr Business and General Travel surveys were carried out – which received several business responses and 261 general responses.

Analysis of the business survey results highlighted that the support from TfWM had been useful and welcomed.





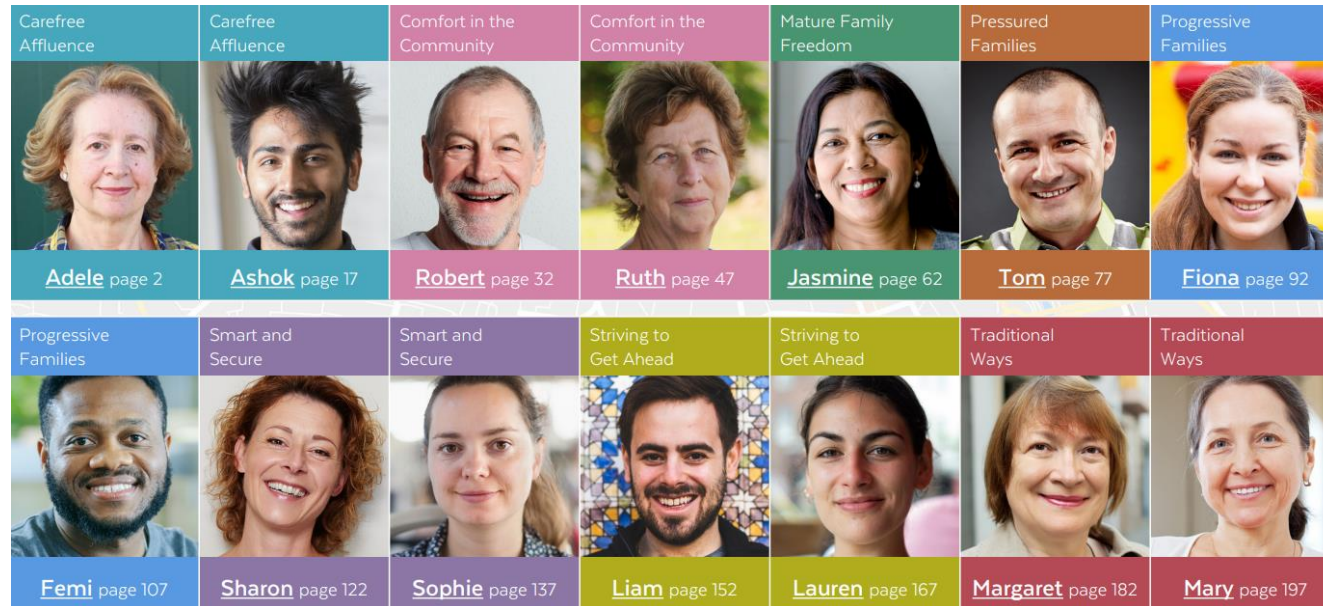
# Way Forward

# Personas

The Live Lab pilot aimed to gain long-term benefits around better car journeys, improved health and personalised travel planning through learned patterns of travel behaviour.

Development of Personas and User Segmentation was one aspect of the pilot

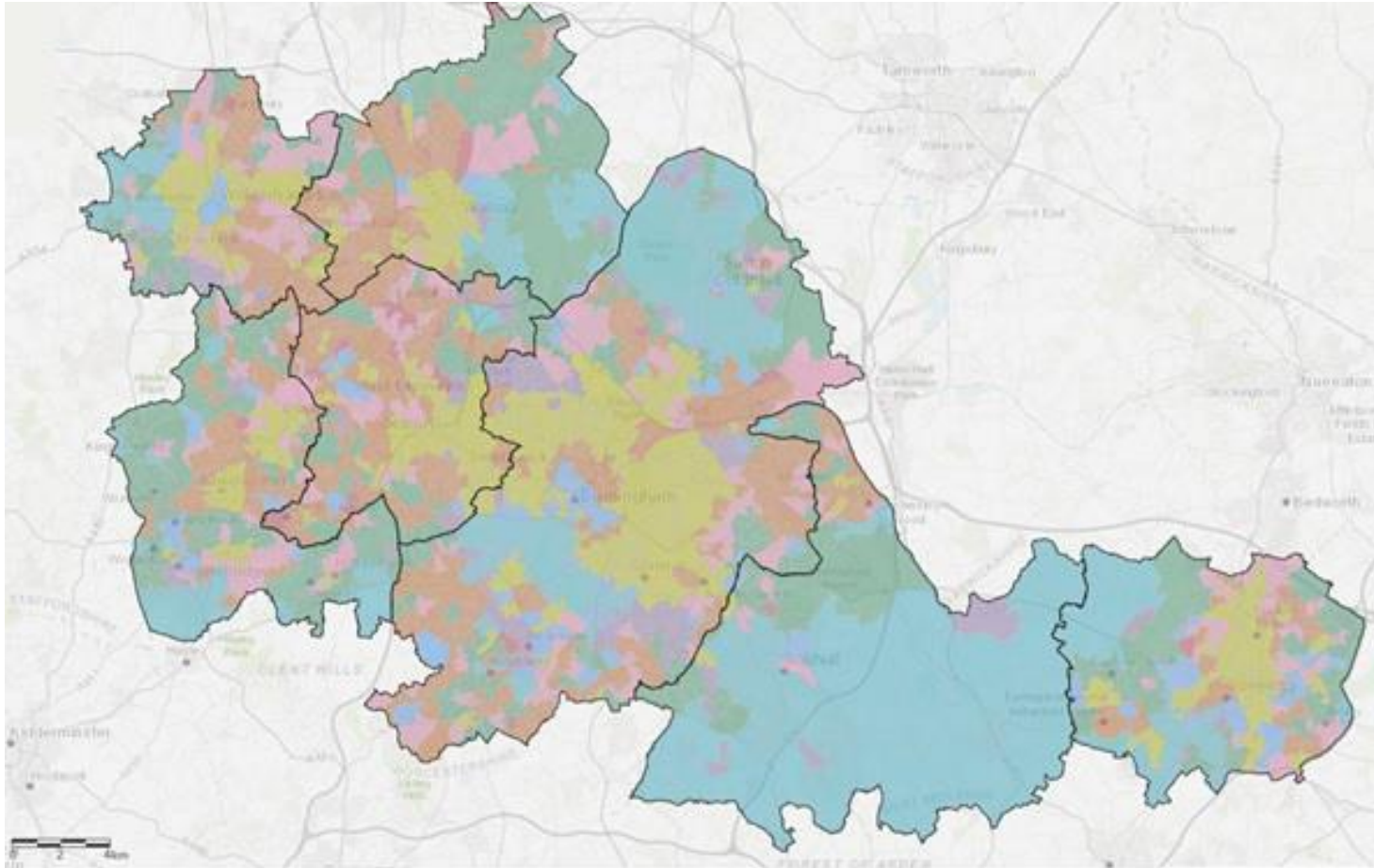
Page 52



Applying these personas to how we formulate our TDM strategies; Along with how to actively engage with local stakeholders.

Is now key to our success – as it helps determine what we recommend dependant on the persona(s) impacted upon.

# User Segmentation



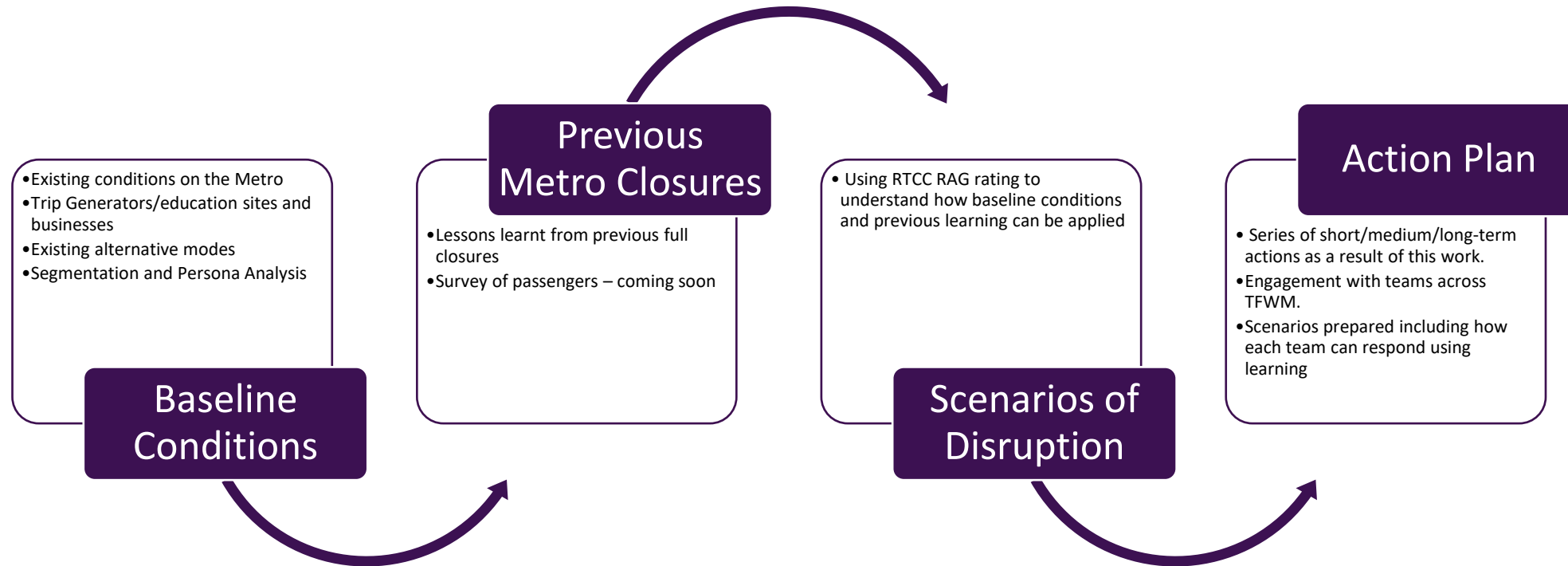
Travel Segmentation LSOA

-  Pressured families
-  Mature family freedom
-  Striving to get ahead
-  Comfort in my community
-  Carefree affluence
-  Progressive families
-  Smart and secure
-  Traditional ways

# Proactive Strategies

- Midland Metro Line 1

Page 54



# Future TDM Strategies

- Know
  - Understand the scale of the challenge
  - Build our knowledge of where the demand and challenges will be on the transport network
  - Core TDM Narrative
- Plan
  - Develop the plan – get the right message, to the right people, in the right way at the right time to influence enough people to change how they travel.





# Ongoing Projects

- Eastside Midland Metro Extension
- HS2 Birmingham Interchange
- HS2 East Birmingham
- Dudley Regeneration area
- M6 J10
- Wolverhampton Interchange
- A46 Binley
- M5 Jct 2



Transport for  
**West Midlands**

This page is intentionally left blank



**Transport Scrutiny Sub-Committee  
Work Programme**

Title of Report	Description of Purpose	Date of Meeting	Lead Officer/Member
Question Time: Portfolio Lead Member for Transport (Transport Policy) - 13 October 2022			
Transport Governance Review Report	To undertake pre-decision scrutiny on the Transport Governance Review Report	10 November 2022	Satish Mistry
Commonwealth Games - Lessons Learnt	To receive a report on the lessons learnt from hosting the Commonwealth Games	10 November 2022	Anne Shaw Graham Jones
Bus Franchising	To receive an overview on the latest developments.	12 January 2023	Pete Bond
Question Time: Chair of the Transport Delivery Committee (Transport Delivery) - 16 February 2023			
		16 March 2023	

This page is intentionally left blank



## WEST MIDLANDS COMBINED AUTHORITY FORWARD PLAN: SEPTEMBER 2022 - JULY 2023

Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
<b>Meeting 16 September 2022</b>					
<b>WMCA Activity &amp; Delivery Update</b>	<p><b>Purpose:</b> To provide an update on the activity and delivery of the WMCA since the last meeting.</p> <p><b>Recommendation(s):</b> To note the report.</p>	n/a	Laura Shoaf	No	n/a
<b>Appointment of Director of Law &amp; Governance</b>	<p><b>Purpose:</b> To appoint the new Director of Law &amp; Governance.</p> <p><b>Recommendation(s):</b> To make the appointment.</p>	n/a	Laura Shoaf	No	Governance
<b>Independent Remuneration Panel</b>	<p><b>Purpose:</b> To consider the recommendations arising out of the independent review of members allowances.</p> <p><b>Recommendation(s):</b> To consider the recommendations.</p>	n/a	Satish Mistry	No	Governance
<b>Trailblazer Devolution Deal Update</b>	<p><b>Purpose:</b> To provide an update on the latest work being undertaken in support of the WMCA's Trailblazer Devolution Deal.</p> <p><b>Recommendation(s):</b> To note the report.</p>	Cllr Brigid Jones	Ed Cox	No	Levelling Up



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
<b>Financial Monitoring 2022/23</b>	<b>Purpose:</b> To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA.  <b>Recommendation(s):</b>	Cllr Bob Sleigh	Linda Horne	No	Finance
<b>Appointment of Independent Directors to the Board of Midland Metro Ltd.</b>	<b>Purpose:</b> To appoint directors to sit on the board of MML.  <b>Recommendation(s):</b>	Cllr Ian Ward	Anne Shaw / Satish Mistry	No	Transport
<b>Provisional Meeting 21 October 2021</b>					
<b>Trailblazer Devolution Deal</b>	<b>Purpose:</b> To receive the latest version of the Trailblazer Devolution Deal.  <b>Recommendation(s):</b> To approve the submission of the trailblazer devolution deal to Government.	Cllr Brigid Jones	Ed Cox	No	Levelling Up
<b>UK Shared Prosperity Fund Investment Plan</b>	<b>Purpose:</b> To submit a more detailed investment plan for approval.  <b>Recommendations(s):</b>	Cllr Ian Brookfield	Julie Nugent	No	Economy & Innovation

Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
<b>Meeting 18 November 2022</b>					
<b>WMCA Activity &amp; Delivery Update</b>	<p><b>Purpose:</b> To provide an update on the activity and delivery of the WMCA since the last meeting.</p> <p><b>Recommendation(s):</b> To note the report.</p>	n/a	Laura Shoaf	No	n/a
<b>Transport Governance Review</b>	<p><b>Purpose:</b> To consider the recommendations arising from a review into the WMCA's transport governance arrangements.</p> <p><b>Recommendations(s):</b> To approve the recommendations proposed to improve the WMCA's transport governance.</p>	Cllr Ian Ward	Satish Mistry / Anne Shaw	No	Governance
<b>WMCA Aims &amp; Objectives Annual Review</b>	<p><b>Purpose:</b> To review the WMCA's Aims &amp; Objectives previously agreed in November 2021.</p> <p><b>Recommendations(s):</b></p>	n/a	Laura Shoaf	No	Governance
<b>Trailblazer Devolution Deal Update</b>	<p><b>Purpose:</b> To provide an update on the latest work being undertaken in support of the WMCA's Trailblazer Devolution Deal.</p> <p><b>Recommendation(s):</b></p>	Cllr Brigid Jones	Ed Cox	No	Levelling Up
<b>Financial Monitoring 2022/23</b>	<p><b>Purpose:</b> To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA.</p>	Cllr Bob Sleigh	Linda Horne	No	Finance

Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
	<b>Recommendation(s):</b>				
<b>Single Assurance Framework</b>	<p><b>Purpose:</b> The National Local Growth Assurance Framework Guidance has a mandated requirement for each combined authority to review their assurance framework annually. There is also a further requirement for separate annexes for the assurance approaches for housing, transport and skills.</p> <p><b>Recommendation(s):</b> To approve the assurance framework.</p>	Cllr Bob Sleigh	Linda Horne	No	Finance
<b>Mobility Hubs</b>	<p><b>Purpose:</b> To approve the Outline Business Case for the Mobility Hubs project to provide multi-modal sustainable transport facilities.</p> <p><b>Recommendation(s):</b> That the Outline Business Case be approved.</p>	Cllr Ian Ward	Anne Shaw	No	Transport
<b>City Regions Sustainable Transport Settlement Line One Business Case</b>	<p><b>Purpose:</b></p> <p><b>Recommendations:</b></p>	Cllr Ian Ward	Anne Shaw	No	Transport
<b>Meeting 13 January 2023</b>					
<b>WMCA Activity &amp; Delivery Update</b>	<p><b>Purpose:</b> To provide an update on the activity and delivery of the WMCA since the last meeting.</p>	n/a	Laura Shoaf	No	n/a



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
	<b>Recommendation(s):</b> To note the report.				
<b>Draft WMCA Budget 2023/234</b>	<b>Purpose:</b> To approve the WMCA’s draft 2023/24 budget for consultation.  <b>Recommendation(s):</b>	Cllr Bob Sleigh	Linda Horne	No	Finance
<b>Financial Monitoring 2022/23</b>	<b>Purpose:</b> To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA.  <b>Recommendation(s):</b>	Cllr Bob Sleigh	Linda Horne	No	Finance
<b>LEP Integration Plan</b>	<b>Purpose:</b> To approve the proposed integration plan for LEPs.  <b>Recommendation(s):</b>	Cllr Ian Brookfield	Julie Nugent	No	Economy & Innovation
<b>Wednesbury - Brierley Hill Metro Extension Funding Mitigation Measures</b>	<b>Purpose:</b> To consider the latest progress in securing the mitigation measures for addressing the funding gap identified for phase 1 of the project and to close the funding gap for the full scheme.  <b>Recommendation(s):</b>	Cllr Ian Ward	Linda Horne	Yes	Transport





Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
<b>City Region Sustainable Transport Settlement - Metro Line 1 Business Case</b>	<p><b>Purpose:</b> To consider the business case for essential renewal work to core elements of the existing line, including sections of key systems to ensure they continued to function correctly and avoided interruption to the service on the current routes.</p> <p><b>Recommendation(s):</b> To approve the business case.</p>	Cllr Ian Ward	Anne Shaw	No	Transport
<b>Meeting 10 February 2023</b>					
<b>WMCA Activity &amp; Delivery Update</b>	<p><b>Purpose:</b> To provide an update on the activity and delivery of the WMCA since the last meeting.</p> <p><b>Recommendation(s):</b> To note the report.</p>	n/a	Laura Shoaf	No	n/a
<b>WMCA Budget 2023/234</b>	<p><b>Purpose:</b> To approve the WMCA's 2023/24 budget.</p> <p><b>Recommendation(s):</b></p>	Cllr Bob Sleigh	Linda Horne	No	Finance
<b>Meeting 24 March 2023</b>					
<b>WMCA Activity &amp; Delivery Update</b>	<p><b>Purpose:</b> To provide an update on the activity and delivery of the WMCA since the last meeting.</p> <p><b>Recommendation(s):</b> To note the report.</p>	n/a	Laura Shoaf	No	n/a
<b>Financial Monitoring 2022/23</b>	<p><b>Purpose:</b> To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA.</p>	Cllr Bob Sleigh	Linda Horne	No	Finance



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
	<b>Recommendation(s):</b>				
<b>Meeting 9 June 2023</b>					
<b>WMCA Activity &amp; Delivery Update</b>	<p><b>Purpose:</b> To provide an update on the activity and delivery of the WMCA since the last meeting.</p> <p><b>Recommendation(s):</b> To note the report.</p>	n/a	Laura Shoaf	No	n/a
<b>Appointment of WMCA Boards and Committees 2023/24</b>	<p><b>Purpose:</b> To approve consider the appointments to boards, chairs and meetings dates for 2023/24.</p> <p><b>Recommendation(s):</b> That the report be approved.</p>	n/a	Satish Mistry	No	Governance
<b>Overview &amp; Scrutiny Committee Annual Report</b>	<p><b>Purpose:</b> To consider a report setting out the activity of overview &amp; scrutiny during 2022/23.</p> <p><b>Recommendation(s):</b> That the report be noted.</p>	n/a	Satish Mistry	No	Governance
<b>Financial Monitoring 2022/23</b>	<p><b>Purpose:</b> To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA.</p> <p><b>Recommendation(s):</b></p>	Cllr Bob Sleigh	Linda Horne	No	Finance



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
<b>Meeting July 2023</b>					
<b>WMCA Activity &amp; Delivery Update</b>	<b>Purpose:</b> To provide an update on the activity and delivery of the WMCA since the last meeting. <b>Recommendation(s):</b> To note the report.	n/a	Laura Shoaf	No	n/a
<b>Financial Monitoring 2022/23</b>	<b>Purpose:</b> To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA. <b>Recommendation(s):</b>	Cllr Bob Sleigh	Linda Horne	No	Finance